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ANNOUNCEMENT

By Frank M. Dixon, Governor

As Chairman of the Board of Trustees, Alabama State Department of Archives and History, it gives me great pleasure to announce that the Legislature in 1939 passed an Act reviving the publication of the *Alabama Historical Quarterly*. This magazine was established in 1930 but after four issues was discontinued owing to the change of administration and a stringent economy program. With the increased impetus in all educational and patriotic matters in the State it was felt by the Trustees of the Department, who fostered the Legislative Act restoring the *Alabama Historical Quarterly*, that that Department was under an obligation to carry out the policy of promoting Alabama history among the people as a whole as well as the professional classes.

It is not the purpose of the *Alabama Historical Quarterly* to confine its subject matter to a few learned articles each issue but to intersperse through its pages subject matter both for the scholar and the laity. There are many avenues through which the history of our State may be presented—articles based on painstaking research fully documented, articles in a lighter vein portraying the folk ways of certain of our more isolated communities, our history represented in named bridges throughout the State, stories of our old modes of travel, of social and economic phases of the life of our people from the most remote period of our recorded history, reviews of books that are being written about our State or our section, or by Alabama authors on any subject, selected poems from the pens of our men and women of creative ability, biographical studies of certain of our public men and women who were notable figures in their day, men and women who left an imprint upon the life of the State itself and whose names are now forgotten by the average person—in fact every phase of the lives of our people from the Spanish invasion to the present time. It is believed by the Trustees of the Department of Archives and History that a record of current history is highly important for the future and for

that reason the *Alabama Historical Quarterly* may differ from the method used in publications of this type by some other States and institutions.

Under the Act re-establishing the *Alabama Historical Quarterly*, the publication is to be edited by the Director of the Department, Mrs. Marie Bankhead Owen. At the request of the Director, it has given me very great pleasure to designate as Co-Editor of the *Quarterly*, Dr. Emmett Kilpatrick, a native of Wilcox County, Alabama, a descendant of Colonial ancestors, a graduate of Johns Hopkins University, with the A. M. Degree and of the University of Paris, France, Docteur es-Lettres with honors, 1924. This degree is bestowed by the French Government through the University and has been received by very few foreigners. Dr. Kilpatrick was for nearly a dozen years Professor of Romance Languages at the University of South Carolina and is now head of the Department of French at State Teachers College, Troy. He served in the World War as First Lieutenant in the 117th Field Artillery of the American Expeditionary Forces and was Captain of Field Artillery in the American Legion of the Lithuanian Army following the Armistice. Dr. Kilpatrick was Assistant Business Manager of the American Commission to negotiate peace in Paris from December, 1918, to September, 1919, and was one of the official interpreters. He was a member of the Legislature from Perry County for four years under the Brandon administration. Dr. Kilpatrick is serving as Co-Editor of the *Quarterly* without remuneration and I take this opportunity to express the thanks of the Board of Trustees of the Department for this valuable aid.

I wish also on behalf of the Board of Trustees to thank all the other contributors to the *Quarterly*, all of whom have rendered this patriotic service gratuitously. While the Legislature has stipulated in the Act reviving the *Quarterly* that copies shall go to all public and high school libraries in the State and to all public officials, the issues, which will be limited to 1,000 copies, should be available to the general public. For that reason the Board of Trustees have set the price of $2.00 per annum for the four issues to any one wishing to subscribe to the *Quarterly*. Through this modest subscription price the magazine can be enlarged and more fully illustrated

than the sum appropriated by the Legislature will warrant. The public is therefore not only invited but urged to become a part of this patriotic movement. Subscriptions by individuals should be made payable to the Department of Archives and History and will be handled by the State Finance Department as is the case with all public funds.

Respectfully,

FRANK M. DIXON, Governor,
and Chairman Board of Trustees,
Alabama State Department of
Archives and History.

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CENTRAL UNIT, ALABAMA WORLD WAR MEMORIAL BUILDING, A JOINT FEDERAL AND STATE PROJECT

The building is a steel and concrete fireproof monolith. It is occupied solely by the Alabama State Department of Archives and History, its several divisions and a number of historical museums. The plans provide wings which will be constructed at a later date. Warren, Knight and Davis, of Birmingham, were the architects.

PERMANENT HOME FOR DEPARTMENT OF ARCHIVES AND HISTORY

The great collections of the Alabama State Department of Archives and History at last have a permanent home. Upon the creation of the Department by the Legislature of 1901, the work of the Department, under the direction of Thomas M. Owen, set up its headquarters in the cloak room of the Senate in the Capitol. Almost at once the collections began to grow to such an extent that new quarters were found to be essential. When the south wing of the Capitol was built, half of the basement and half of the top floor were given over to the Department for its archival collections and for its historical reference library and the administrative offices. Very soon these quarters were found to be inadequate for the fast growing collections. An old brick church and four residences on the block now occupied by the new building were secured and these, too, soon were filled. When funds were raised by public subscription for the purchase of a site for the World War Memorial Building, which was to be occupied by the Department of Archives and History, the greater part of the lot opposite the south end of the Capitol was purchased. Governor W. W. Brandon on behalf of the State purchased the remaining lots with the exception of one corner which had been purchased during the Kilby administration for the White House Association. The First White House of the Confederacy was a building rented by the Confederate Government for the occupancy of President Jefferson Davis and his family. They had resided in the house a few weeks when the Confederate capital was removed to Richmond and the President and his family, of course, left Montgomery. In 1920 the State purchased the old house and removed it to the lot Governor Kilby had purchased opposite the Capitol. All other buildings on the square now occupied by the World War Memorial Building were torn away, leaving spacious grounds which will in time be landscaped and beautified.

The Alabama World War Memorial Building is one of the handsomest structures in the South and when the wings are eventually added it will be sufficiently spacious for the ever expanding collections of the Department. The interior of the building is lined with Alabama marble. Stately marble

columns are found in the lobbies on both the first and second floors. While the structure itself is completed it will be several weeks before the equipment is installed and all the divisions and museums set up in their proper rooms.

The first public ceremony to take place in the new building will occur on June 14th, which is National Flag Day. At that time various patriotic organizations invited by the Board of Trustees of the Department to present flags of the several nations who have held sovereignty over the State, in whole or in part, will be in charge of the ceremonies. The beautiful bronze doors on the Washington Street entrance will be dedicated as will the marble lobby on the second floor. That lobby is to be devoted to statuary and historic flags. Not only will the flags of Spain, Franch, Great Britain, the United States and the Confederacy be given their place in this beautiful marble hall but the flag of the Republic of Alabama and the State flag will all have their place. These flags are made of handsome Federal silk embroidered in their proper designs and are on flag poles and will be placed in bronze standards.

ALABAMA STATE EMBLEMS

By Marie Bankhead Owen

(A bulletin covering this subject may be had upon request of the Department of Archives and History, Montgomery, Alabama)

ALABAMA STATE CAPITOL

The central unit was built in 1849 *and was the first Capitol of the Provisional Confederate Congress,* 1861. *Wings have been added through the years.*

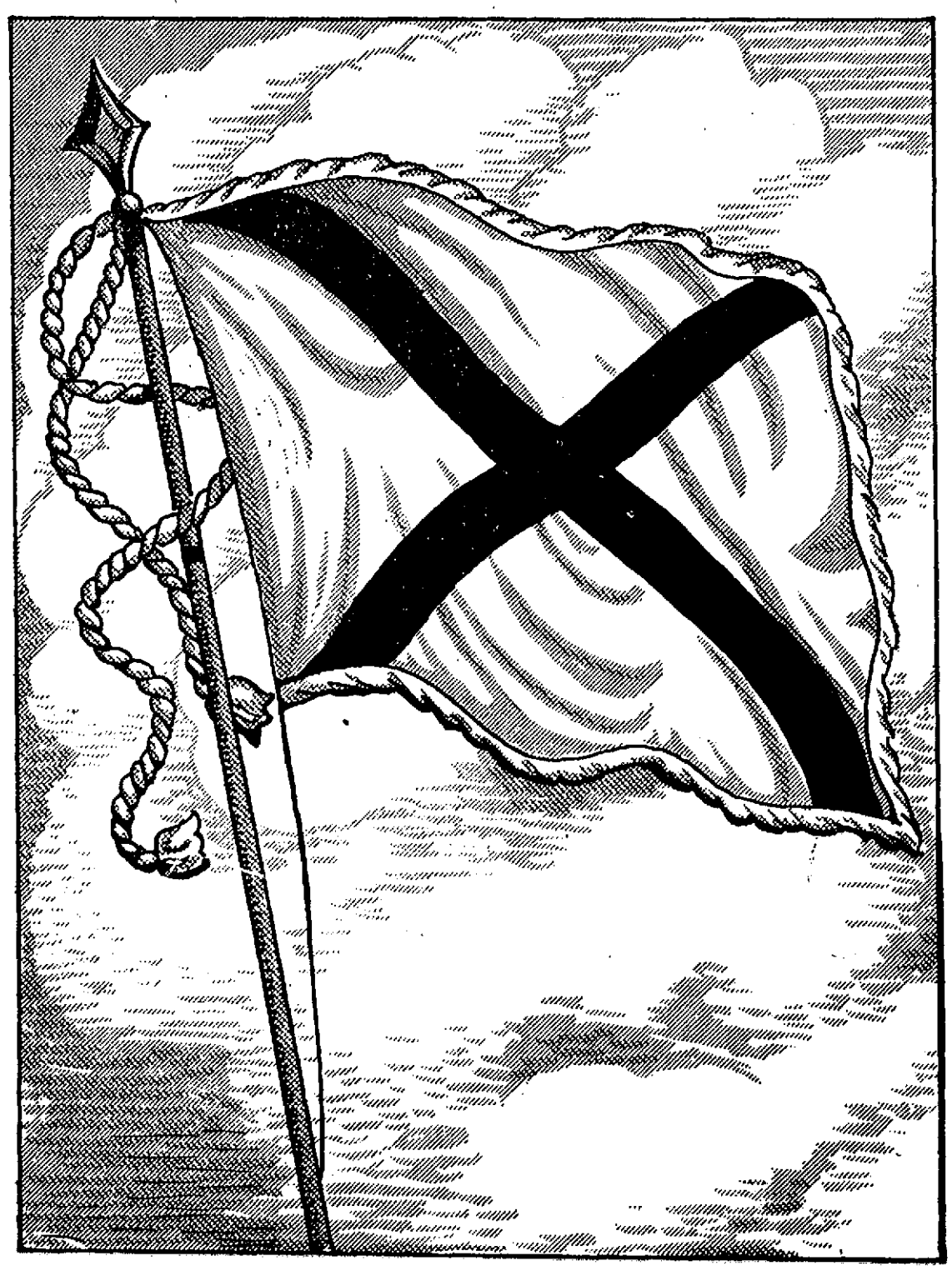
STATE CAPITOL

Montgomery is the capital of Alabama. The Territorial capital, 1817-1819, was located at St. Stephens in Washington County, on the Tombigbee River. In 1819, when the population had increased to the required number for a state, Governor William Wyatt Bibb called the members of the Territorial Legislature to meet in Huntsville. It was later decided that the capital city should be nearer the geographical center of the State. A rich plantation community near Selma, between the Cahaba and the Alabama Rivers, was designated as the future capital city. After the State was admitted to the Union a capitol was built and the Legislature thereafter met at Cahaba. On account of the floods from the Alabama and Cahaba Rivers it was found advisable to select another location. Tuscaloosa was then chosen as the State capital.

Twenty years later, the Legislature decided once more to change the State capital. A number of places sought the honor but Montgomery was selected.

The cost of erecting the new capitol building was met by the citizens of Montgomery. Two years after its completion the building was burned and the State paid for rebuilding it. It was in that building that the Confederate Government was organized. On the portico Jefferson Davis was inaugurated President of the new government. Wings have been added on the north, east and south until now the building is regarded as one of the most beautiful capitols in the country.

The central unit of the capitol was designed by Stephen D. Button of Philadelphia who became famous as an architect through the succeeding years.



ALABAMA STATE FLAG
Adopted by the Legislature of 1895.

Until the State seceded from the Union Alabama used the United States flag on all formal occasions. However, when the Secession Convention met in Montgomery in 1861 and voted to withdraw from the Union a flag made by the ladies of Montgomery was presented to the Convention by one of the delegates. This flag became the first flag of the State.

On one side of the flag was the Goddess of Liberty holding in her right hand

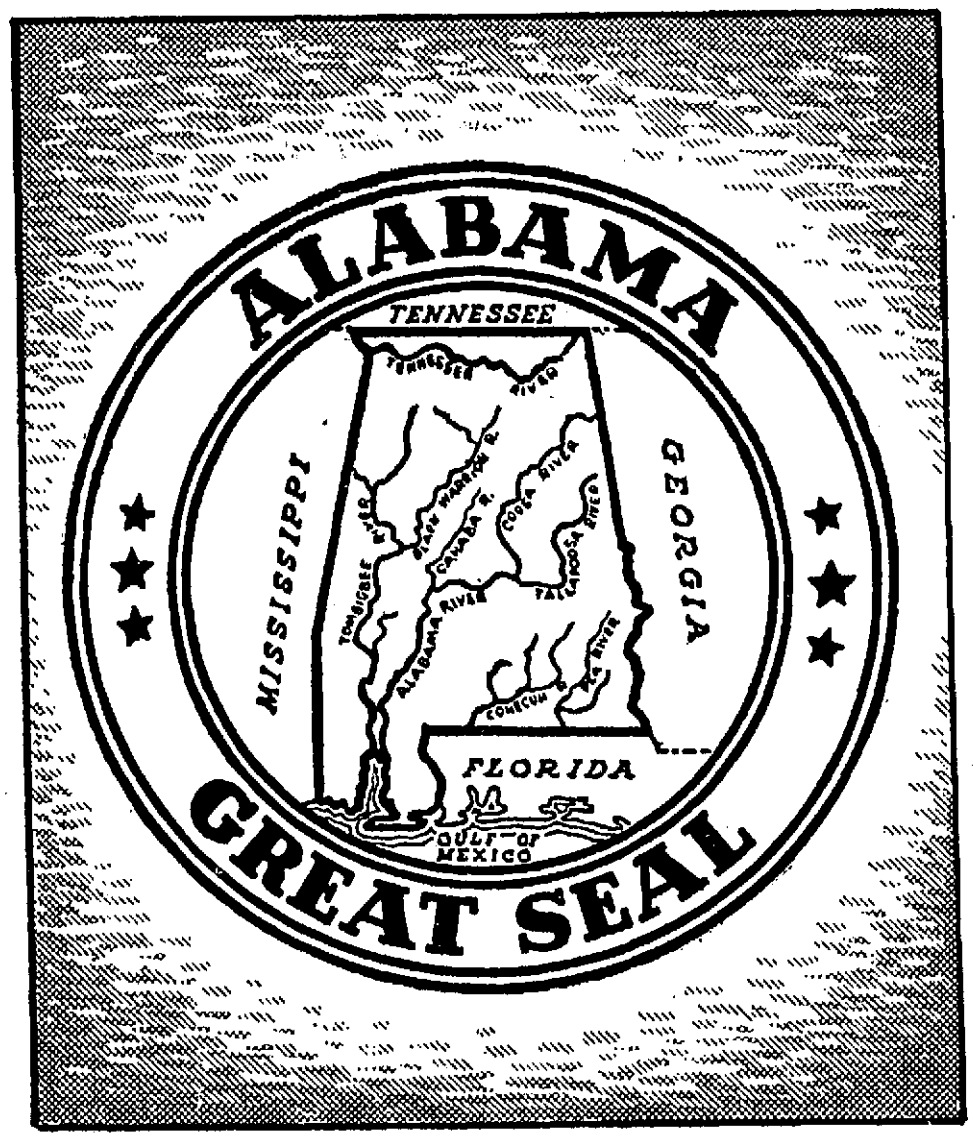
an unsheathed sword; in the left a small flag with one star. In an arch above this figure were the words in Latin "Noli Me Tangere"—Independent Now and Forever. On the reverse side there was a large cotton plant in full fruit and flower, with a rattle snake at the roots about to spring into action, signifying the danger of treading upon the rights of the people. This flag floated over the dome of the Capitol for the day, but on account of the inclement weather was lowered and placed in the Governor's office for safe keeping. There it remained until taken by a Yankee soldier with Wilson's raiders at the end of the War Between the States. For many years this flag reposed in a museum cabinet in Des Moines, Iowa, labeled as a "Captured Confederate Battle Flag." When the facts were brought to the attention of the Governor of Iowa in 1938, the Legislature of that State voted to return this flag to the State of Alabama. It was brought to Montgomery accompanied by three members of the Legislature of Iowa as a guard of honor, and presented with solemn ceremonies to Governor Frank M. Dixon, in the presence of a joint session of the Legislature. This flag was called the "Secession Flag of Alabama" or the "Flag of the Republic of Alabama."

The next flag that floated over the dome of the Capitol in Montgomery was the Confederate "Stars and Bars". After the defeat of the Confederate Army (1865) which was fighting for independence, this flag was supplanted on the dome by the United States flag. It was not until February 16, 1895, that the Legislature of Alabama adopted a new State flag. This flag embodies the principal feature of the Confederate Battle Flag, which was a St. Andrews Cross, and the present State flag is a red St. Andrews Cross on a white field. This bill was introduced in the Legislature by the Honorable John W. A. Sanford, Jr., a member from Montgomery County. Under the law the flag is hoisted over the dome of the Capitol when the Legislature is in session and is used by the State on all occasions when it is necessary or customary to fly a flag, except when, in the opinion of the Governor, the National flag should be displayed. When the Legislature is in session the State flag flies from the Capitol dome and at other times it flies from a tall steel flag pole at the south end of the Capitol.

In 1923 the Legislature passed an act requiring that the State flag as well as the flag of the United States shall be dis-

played on school grounds every day in which the school is in session by those schools which are supported even in part by public funds. The State Superintendent of Education has ruled that the State flag shall be hoisted on a pole on the grounds of the school provided for that purpose. In the new act it is required that the school board of the county shall furnish and pay for the flags used on school grounds and a later act passed provides that the school teachers who fail to display the State flag on their grounds, when the weather is suitable, of course, shall not be paid their salaries.

STATE SEAL



GREAT SEAL OF ALABAMA

Used for the first fifty years of the State's history. Readopted as the Great Seal of Alabama by the Legislature of 1939.

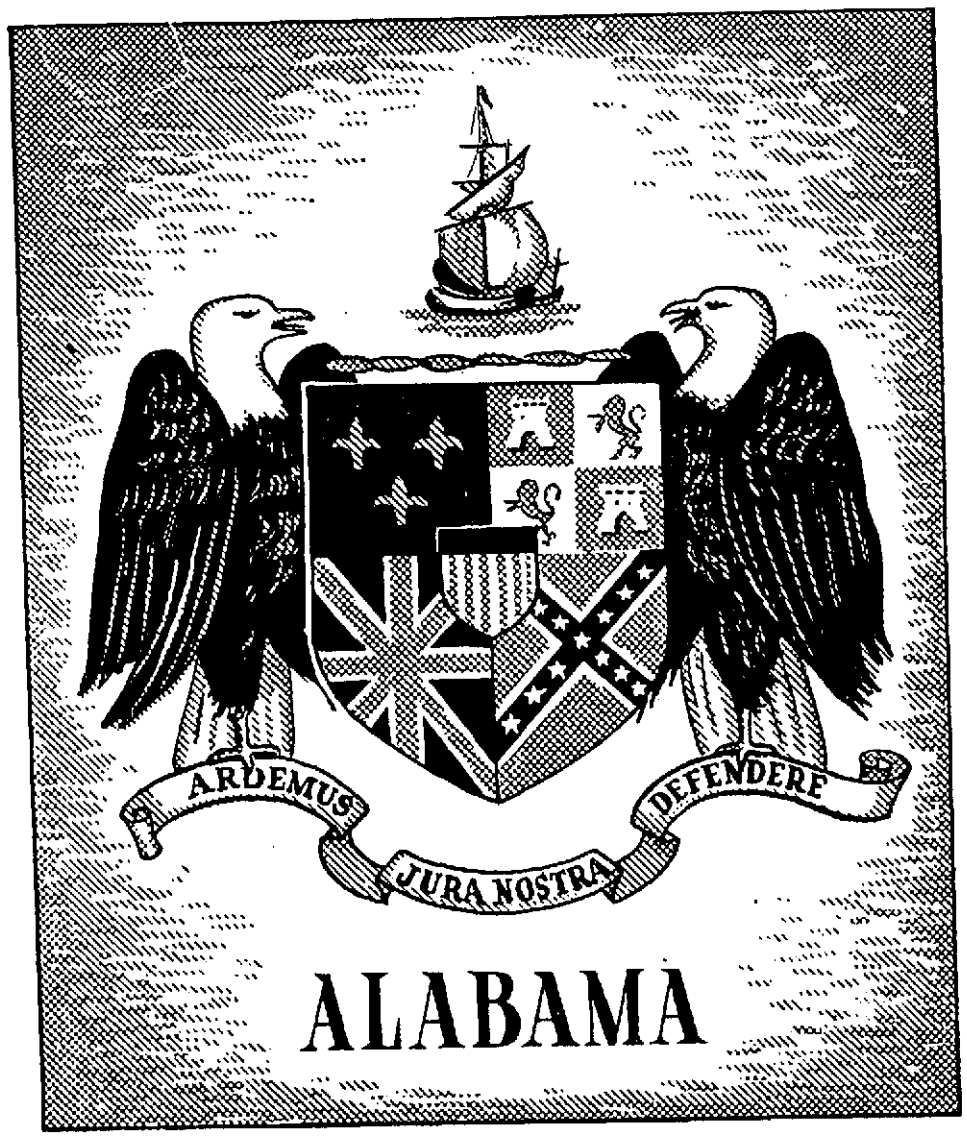
When William Wyatt Bibb, in 1817, was appointed Governor of the newly created Alabama Territory by President Monroe and opened Territorial offices in St. Stephens, he realized that the commissions and other State papers which he issued needed an official seal. Under a law of Congress a Territorial Governor was authorized to select a design for a seal. Governor Bibb realized that no design would be more effective than a map of the State showing its noble river courses. He therefore had a seal made carrying that design. Around the map, which also showed the states bounding Alabama, were the words "Alabama Executive Office". No other Department of State used that seal in any way whatever.

In 1819 when Alabama became a State, the Territorial seal was designated by the first Legislature as the State Seal, and was in use for fifty years. In 1868, the Reconstruction Legislature, made up in large part of men from other states who had come to Alabama as "Carpetbaggers" to take over the affairs of the State after the War Between the States, and partly of Negroes who had been put in the Legislature by these out-of-State men, the beautiful old seal which was definitely an Alabama emblem was abolished. These "Carpetbag" members of the Legislature who abolished the State's significant old seal desired to brand the people of Alabama, who had so lately been in arms against the Union, with a United States emblem. The Legislature therefore had a new seal made. It consisted of the shield of the United States seal and on the shield was an eagle. In the beak of the eagle was a scroll on which was written the words "Here We Rest". An Alabama author many years before had written an Indian legend which he later declared was purely fictitious, to the effect that the Indian word "Alabama" meant "Here We Rest". Later students of the subject declared that Alabama meant: "This is a goodly land; here we will make our home". Around the new emblem were placed the words "Alabama Great Seal". This Great Seal was used for seventy-one years to authenticate official documents by the Governor and the Secretary of State. Many officials used it as the letterhead of their stationery.

When the Legislature of 1939 assembled, a bill was introduced to restore the original seal as the Great Seal of Alabama. This movement had been sponsored by the Alabama Division, United Daughters of the Confederacy, and there was not a dissenting vote when the bill came up for action, either in the Senate or the House. Governor Frank M. Dixon approved the new law and the Secretary of State at once had a new Great Seal engraved. Once more the people of Alabama have a Great Seal that carries its own State map showing its magnificent rivers. At the time Governor Bibb first designed this executive seal there were no good roads in Alabama and all heavy shipping was done by the rivers. Nothing was known about the use of waterfalls for the manufacture of hydro-electric power. Today our great cities and our farm homes are lighted with the power of our rivers. Great in-

dustrial enterprises are carried on with electricity from that power. The same Legislature that passed a law restoring the map of the State as the Great Seal also passed a law providing for a coat-of-arms. Instead of the people of Alabama having to defend the phrase "Here We Rest", which implied to some that our people were lacking in energy and industry, we now have a proud motto on our State coat-of-arms. The English translation of the motto is "We dare defend our rights."

STATE COAT-OF-ARMS



STATE COAT-OF-ARMS
Adopted by the Legislature of 1939

Since the beginning of recorded history distinguishing symbols have been used by nations, tribes, families and chieftains. Authors of Roman and Greek history have described the devices on the shields of heroes. These devices were also preserved in pictures and on antique vases. The ancient Chinese Empire was represented by the five-clawed dragon, and the Emperor of Japan by the chrysanthemum. Notable clans in the oriental world as well as in Europe are signalized by heraldic emblems. When the Spaniards invaded Mexico, Indian chiefs bearing shields and banners met them. Indeed, the eagle on the present banner of Mexico is perhaps a copy of the eagle that was carved over the palace of Montezuma. There was not an Indian tribe in the Western World that did not have its tribal totem poles, or other tribal emblems, many of which are still preserved in museums.

Often these heraldic tribal or family symbols were tattooed or painted upon the bodies of the tribesmen. Heraldic designs in Western Europe are traced back to the dark ages. The tournament laws of Henry, the Fowler, required that contenders in the tournament should show four generations of arms-bearing ancestors.

No state in the Union has a more historically significant coat-of-arms than Alabama now boasts. The Bill to legalize a State coat-of-arms was introduced in the Alabama Legislature of 1939 by Senator James Simpson, of Jefferson County and was passed without a dissenting vote by both Houses. The coat-of-arms consists of a shield on which appears the emblems of the five governments that have held sovereignty over Alabama, either in whole or in part, for four hundred years—Spain, France, Great Britain, the United States, the Confederacy and again the United States. This shield is supported on either side by eagles, symbolic of courage. The crest is a ship of the model of the ships in which Iberville and Bienville sailed to our country from France and settled the first colony of white men in the Mobile country in 1699. The ship as the crest of the shield is also significant of the fact that Alabama is a maritime State. The motto beneath the shield in Latin is "Audemus jura nostra defendere"[1] Beneath the motto is the State name—"Alabama".

The original design of the Alabama coat-of-arms was made in 1923 by B. J. Tieman, of New York, a distinguished authority on heraldry, at the request of Mrs. Marie Bankhead Owen, Director of the State Department of Archives and History. A few years later Mrs. Naomi Rabb Winston, of Washington, D. C., painted the completed design in oil. Mrs. Owen selected the motto, which was put into Latin by Professor W. B. Saffold of the University of Alabama. It was through the influence of Mrs. Juliet Perry Dixon, wife of Governor Frank M. Dixon, that official action was taken by the Legislature.

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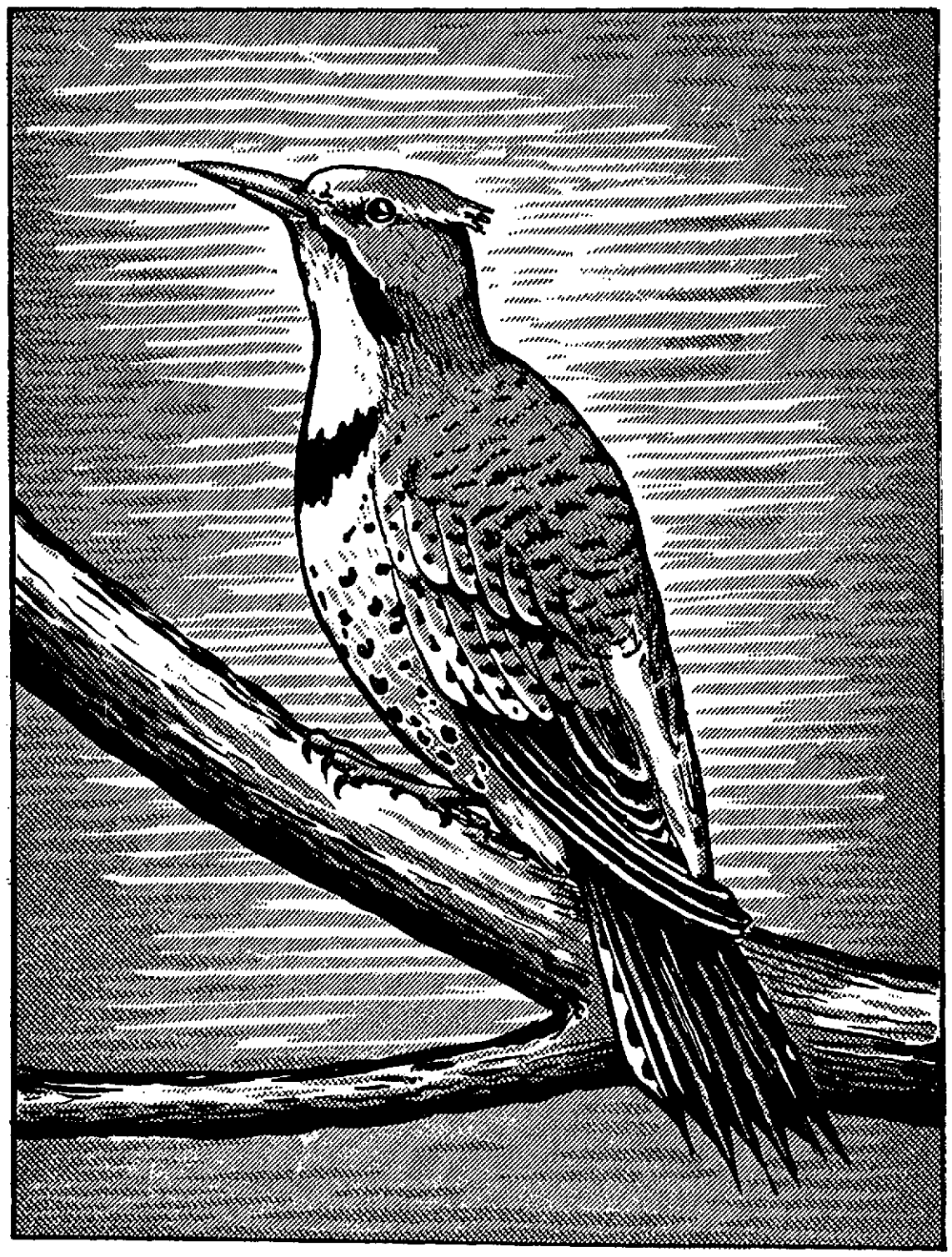
[1]Ou-da-mus yu-ra nos-tra da-fen-de-re.—"We Dare Defend Our Rights."

STATE BIRD



THE YELLOWHAMMER
Adopted as Alabama State Bird by the Legislature of 1927

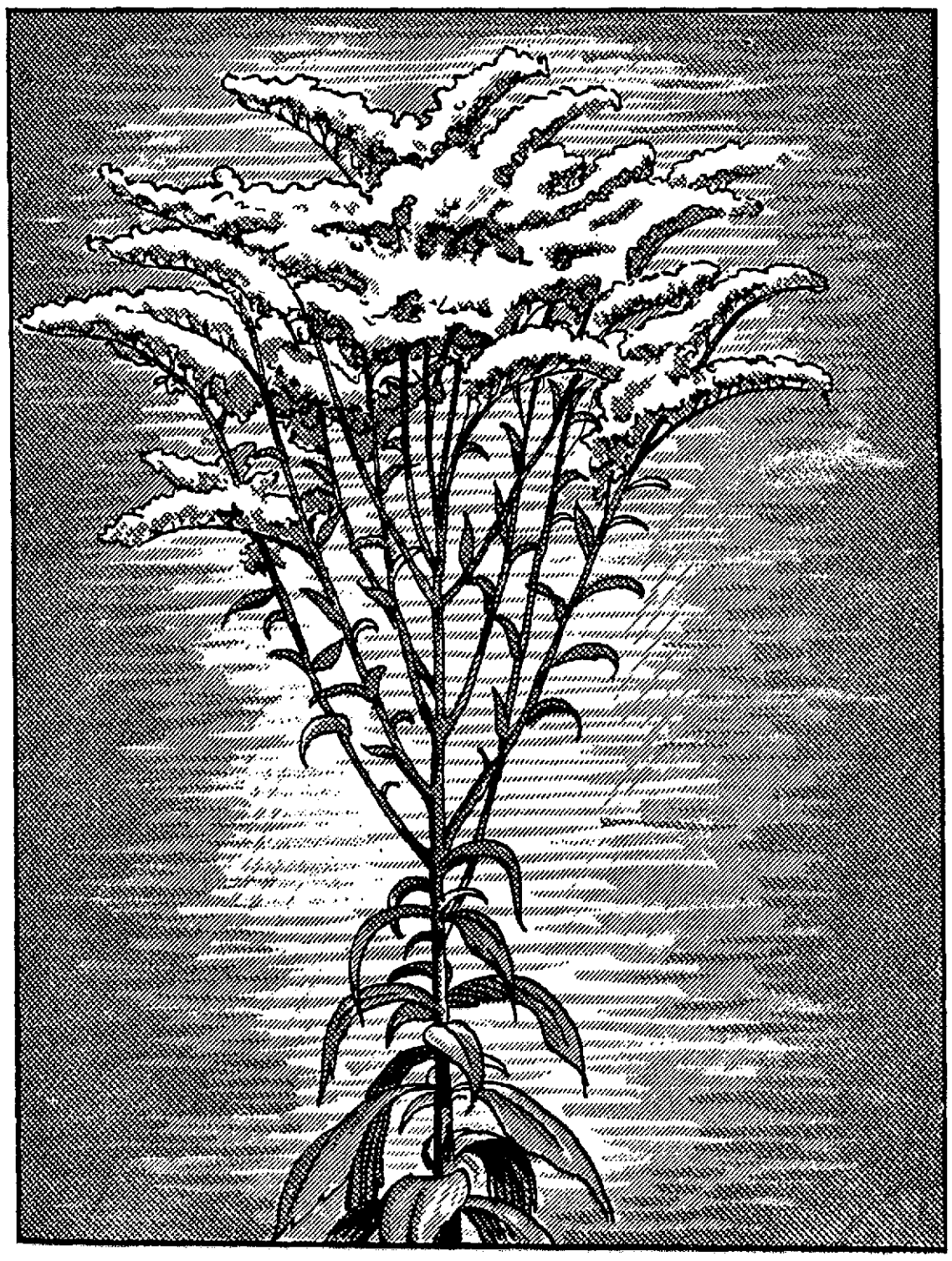
The yellowhammer is the State bird of Alabama. A bill introduced in the Legislature, 1927, by Representative Thomas E. Martin, of Montgomery County, was passed by the Legislature and approved by Governor Bibb Graves, September 6, 1927. The reason the yellowhammer was selected as the State bird was because the State has been known as the "Yellowhammer State" since the War Between the States. This nickname was applied to the Confederate soldiers from Alabama due to an episode that occurred during the war itself. A company of young cavalry soldiers from Huntsville, under command of Reverend D. C. Kelly, who later became a Major under General Bedford Forrest, arrived at Hopkinsville, Kentucky, where General Forrest's troops were stationed. The officers and men of the Huntsville company wore fine new uniforms, whereas the soldiers who had long been on the battlefields of the Confederacy were dressed in faded, worn uniforms. On the sleeves, collars and coat tails of the new cavalry troop were bits of brilliant yellow cloth. As the company rode past Company A, Will Arnett who was a great

humoirst cried out in greeting, "Yallerhammer, yallerhammer, flicker, flicker!" This greeting brought a roar of laughter and from that moment the Huntsville soldiers were spoken of as the "Yellowhammer Company". The term quickly spread throughout the Confederate Army and all Alabama troops were referred to unofficially as the "Yellowhammers."

When the Confederate Veterans in Alabama were organized they took pride in being referred to as the "Yellowhammers" and wore a yellowhammer feather in their caps or lapels during their reunions.

It was very gratifying to the old soldiers when the yellowhammer was adopted as the State bird. They said that the bird, with its grey feathers and yellow patches with polka dots like bullet shots on its breast and a red bandanna on his neck, was a very proper selection as the State bird.

STATE FLOWER



THE GOLDENROD
Adopted as Alabama State Flower by the Legislature of 1927

A bill was introduced in the Legislature of 1927, by Representative Thomas E. Martin, of Montgomery County, making the goldenrod the State flower of Alabama. The bill was passed and approved by Governor Bibb Graves.

The reason for choosing the goldenrod was that it is a Statewide flower and that it had been popularized by Mrs. Aurora Pryor McClellan, of Athens, who hoped to see it made the National flower.

In the Legislature of 1939 a bill was introduced by Preston C. Clayton, of Barbour County, to change the State flower from the goldenrod to the cape jasmine. Objection was made that this flower only grew in the southern part of the State and was therefore sectional and not Statewide. The bill did not become a law so the goldenrod remains the State flower.

ALABAMA'S GOLDENROD

By Frances R. Durham

From the Gulf in the south to the mountains
That lift their fair strength to the skies,
The goldenrod springs in bright fountains,
The crest of the goldenrod flies.
Out of the dusk of the grasses
Where the meadows lie rich and broad
Are spun the starry masses,
Alabama's goldenrod.

A largesse for all who are living
A wreath for her sacred dead;
This land that is fruitful with giving
This land by a thousand streams fed,
Acclaims a gallant flower,
By every hill and road,
As her emblem of pride and power,
Alabama's goldenrod.

STATE SONG

The words of "Alabama", the State song, were written by Miss Julia S. Tutwiler, a distinguished educator and humanitarian. It was first sung to an Austrian air but in 1931, through the interest of the Alabama Federation of Music Clubs, a tune written by Mrs. Edna Goekel Gussen, of Birmingham, was adopted by the Legislature as the official State song. The bill was introduced by the Honorable Tyler Goodwyn, of Montgomery, and was approved by Governor B. M. Miller.

The inspiration for writing the poem "Alabama" came to Miss Tutwiler after she returned to her native State from Germany where she had been studying new educational methods for girls and women. She found the people of Alabama greatly depressed due to Reconstruction conditions following the War Between the States. She recalled that in Germany patriotism was kept aflame by spirited songs. She thought that it would be helpful toward restoring the spirits of her own people to give them a new patriotic song; so she wrote a father-land song for us and called it "Alabama". The substance of the song is that we live in a land of wide rivers that have beautiful Indian names; that many flowers bloom in Alabama to make the land bright with color and sweet with perfume. She recalled to our minds the fact that orange trees grow on our seashore and that on our fertile land grow snowy cotton for our clothes and golden corn for our food; that inside the earth are mines of coal and iron and quarries of marble. But best of all she emphasized the fact that the people of Alabama are brave and true.

"ALABAMA"

by

Miss Julia S. Tutwiler
State Song

1

Alabama, Alabama,
We will aye be true to thee,
From thy Southern shore where
groweth,
By the sea thine orange tree.
To thy Northern vale where floweth,
Deep and blue thy Tennessee,
Alabama, Alabama,
We will aye be true to thee!

2

Broad the Stream whose name thou
bearest;
Grand thy Bigbee rolls along;
Fair thy Coosa—Tallapoosa
Bold thy Warrior, dark and strong,
Goodlier than the land that Moses
Climbed lone Nebo's Mount to see,
Alabama, Alabama,
We will aye be true to thee!

3

From thy prairies broad and fertile,
Where thy snow-white cotton shines,
To the hills where coal and iron
Hide in thy exhaustless mines,
Strong-armed miners—sturdy farmers;
Loyal hearts whate'er we be,
Alabama, Alabama,
We will aye be true to thee!

4

From thy quarries where the marble
White as that of Paros gleams
Waiting till thy sculptor's chisel,
Wake to life thy poet's dreams;
For not only wealth of nature,
Wealth of mind hast thou to fee,
Alabama, Alabama,
We will aye be true to thee!

5

Where the perfumed southwind
whispers,
Thy magnolia groves among,
Softer than a mother's kisses,
Sweeter than a mother's song;
Where the golden jasmine trailing
Woos the treasure-laden bee,
Alabama, Alabama,
We will aye be true to thee!

6

Brave and pure thy men and women,
Better this than corn and wine,
Make us worthy, God in Heaven,
Of this goodly land of Thine;
Hearts as open as our doorways,
Liberal hands and spirits free,
Alabama, Alabama,
We will aye be true to thee!

7

Little, little, can I give thee,
Alabama, mother mine;
But that little—hand, brain, spirit,
All I have and am are thine,
Take, O take the gift and giver,
Take and serve thyself with me,
Alabama, Alabama,
I will aye be true to thee!

THE SUPREME COURT OF ALABAMA, ITS ORGANIZATION AND SKETCHES OF ITS CHIEF JUSTICES

By John C. Anderson, Chief Justice

No. 5

(The Spring issue of the *Alabama Historical Quarterly,* 1930, carried the first of the series of articles by Judge John C. Anderson on the subject above. The series was continued through succeeding issues, including, in all, sketches of Chief Justice Clement Comer Clay, Abner S. Lipscomb, Reuben A. Saffold and Henry Hitchcock. The sketch of Chief Justice Henry W. Collier, presented in this issue of the *Quarterly,* was written by Judge Anderson shortly before his death, which occurred in Montgomery, on April 26th. The series will be continued in succeeding issues of the *Quarterly,* by Judge Lucien D. Gardner, successor to Judge Anderson as Chief Justice of the Alabama Supreme Court.)

Henry Watkins Collier, jurist and statesman of Alabama, for many years Judge of the Supreme Court, and afterwards Governor of the State, was born in Lunenberg County, Virginia, January 17, 1801. James Collier, his father, was a Revolutionary soldier in the Virginia line and a planter in the state, as was his father before him. In the fall of 1801 the Collier family removed to Abbeville district, South Carolina. Here the son was educated by Dr. Moses Waddell, famous teacher of senators, governors, and congressmen. The future Governor was one of many who learned success in the academy of log and brick at Willington, South Carolina. John C. Calhoun, W. H. Crawford, Hugh S. Legare, George McDuffie, A. B. Longstreet, James L. Pettigru also studied under the stern and scholarly eye of Dr. Waddell. Henry Collier, not the least successful, at twenty-seven held the distinguished position of circuit judge of Alabama.

The Collier family moved to Madison County, Alabama, in 1818. The future jurist, continuing his studies, read law with Judge John Haywood of Murfreesboro, Tennessee (celebrated as a judge both in Tennessee and North Carolina), and with the Honorable John McKinley of Huntsville, Alabama (afterwards judge of the Supreme Court of the United States).

In 1821, before he was twenty-one years old, young Collier was admitted to the bar and commenced practice at Huntsville. In 1823, following his election to the Legislature, he removed to Tuscaloosa, then the seat of State government, where he continued to reside until the time of his death. He entered into partnership with the Honorable Sion L. Perry and was very successful in his profession. In 1827 he went to the Legislature from Tuscaloosa County, and the following year was chosen by that body as judge of the circuit for the Tuscaloosa district over Judge Eli Shortridge. According to the arrangement then existing, he became automatically one of the judges of the Supreme Court. This arrangement ended in 1832, when a separate Supreme Court was established. He continued to serve as circuit judge until 1836, however, when he was appointed by Governor C. C. Clay Associate Justice of the Supreme Court upon the resignation of Judge Reuben Saffold. The following year he was elected Chief Justice of the Supreme Court, a position which he held for the following twelve years, until he was nominated for Governor. His decisions are spread through thirty-five volumes of the reports of the Supreme Court of Alabama.

Although never prominent as a politician, Judge Collier had so completely won the confidence of Alabamians by his wise decisions and stable temperament that in 1849 he was chosen Governor without serious opposition. It was because of his judicial nature, in fact, that he was elected, for the political situation in Alabama was inflammable. The protracted National struggle concerning slave and free territory had disturbed all Southern states to such an extent that old party lines of Whig and Democrat were virtually dissolved. Parties were reorganized into Southern Rights and Union, with extreme and violent declarations from both. Judge Collier declared for neither secession nor union, but instead for Southern solidarity; and solidarity remained the text throughout his administration.

In his inaugural address, December 17, 1849, he promised Alabama representation at a convention of the slave states. "When that convention shall assemble," he said, "Alabama will be there. Some of her chosen sons shall give utterance to the united sentiment of her people—with her

persecuted sisters, she will present an unbroken front to insult and usurpation." Later, when time and place for the convention had been arranged for June, 1850, in Nashville, Tennessee, he fulfilled his promise by calling upon the Legislature to "announce the ultimatum of Alabama upon the grave question which now convulses the union."

But further than sending representatives he refused to go, urging, with native caution, a policy of watchful waiting. He insisted that no actual step be taken until after the second session of the Nashville convention had adjourned and "the conventions of Georgia and Texas and the legislatures of some other states, especially Virginia, had acted." Consequently he refused to call a convention in Alabama.

Shortly afterward, Clay's compromise of 1850 (one provision was that various territories entering the union were to decide their own status so far as slavery was concerned) placated the South somewhat and put off secession for a decade. Alabama showed her confidence in Governor Collier's conciliatory policy by re-electing him in 1851 without even the formality of a political campaign on his part. He was accepted by the Southern Rights party after their leader, William L. Yancey, had refused to make the race, and elected by an overwhelming majority over the ultra-union Democrat B. G. Shields. By masterful strategy he had rebuilt his party by the time of the National elections of 1852. Alabama's electoral votes were cast for the Democrat, Franklin Pierce.

At the expiration of his second term Governor Collier was offered a position in the United States Senate, but declined and retired to private life. His health had been fatally impaired through his arduous labors in public service.

During his terms of office, Governor Collier not only held the State to a steady middle ground through the tense, sectional agitation, but promoted various issues of an educational and economic nature. He suggested many schemes of internal improvement, including railroads, which were not completed until many years later, and the opening of waterways for the transportation of coal to Mobile. In his message of 1851 Governor Collier urged the development of manufacturing and a discriminating tax on the products of the

anti-slavery section. Home manufactures and direct trade with Europe he pointed to as economically imperative. He said that if instead of "continuing the ceaseless round of buying negroes to make cotton to buy more negroes to make more cotton and exhaust the lands, once planters would diversify the employment of their capital, they would be far more independent."

Governor Collier earnestly urged that the public school system should be remodeled so as to meet the needs of the people, although he did not advocate a tax for education. Alabama's plan of common school education, he said, was "eminently defective." He thought it a patriotic duty "to endeavor to raise it higher."

At his invitation and as his guest, Miss Dorothea Dix, celebrated New England social reformer, visited the State in the interest of a plan to establish a hospital for the insane. She suggested other innovations of a philanthropic nature, such as the establishment of a library at the state penitentiary, which were made.

It was during Governor Collier's administration that Alabama was asked by the Washington Monument Association to present a memorial stone to be placed in that great shaft. When the beautiful white marble from Talladega County was presented, the committee at first declined to accept it, declaring that it was of such superior quality that it could only have come from the quarries of Italy.

Governor Collier lived but two years after retiring to private life. In the last year of his life he sought relief at Bailey Springs in Lauderdale County. But his disease was incurable and he died at that place on the twenty-eighth of August, 1855. Governor Collier was a man of clear intellect, and being a laborious student, he was possessed of vast legal learning. In his personal habits he was extremely simple, and although a man of wealth and distinction his whole manner of life was plain and unostentatious. He discharged the duties of every position he was called upon to fill, with eminent credit to himself and to the satisfaction of those who clothed him with fame and authority.

In addition to his judicial and political activities, he was important in various other walks of life. He was first president of the Alabama Historical Society (the duties of which were transferred to the Alabama State Department of Archives and History in 1901). At one time he was General of the State Militia. He was a steward of the Methodist Episcopal Church, and one of the eight men who built the present church at Tuscaloosa.

Judge Collier was descended from an old Colonial family of which Sir Francis Wyatt and Rear Admiral Sir George Collier were members. He was married on April 25, 1826, in Tuscaloosa, to Mary Anne Battle, daughter of Captain William and Mary Ann (Williams) Battle, the former a Revolutionary soldier. Like her distinguished husband, Mrs. Collier was descended from English aristocracy, being of the same family as Sir Francis Drake of that country. Four children were born of this union, among them Evelyn Hewett Collier, who married Captain William Thomas King of Dallas County, nephew and adopted son of the Honorable William Rufus King, Vice-President of the United States.

BOOKS ABOUT THE SOUTH

By Emily Sinclair Calcott

(Dr. Calcott is a graduate of the University of Virginia with a Ph. D. degree. She is a teacher of English at State Teachers College, Troy, Alabama, and is deeply interested in Southern literature.)

The Sharecropper Series seems to be growing with customary lushness. By summer the usual fruits of the season will have been gathered: new varieties of Southern lechery, Southern misery, Southern obscenity, and Southern bad cooking. Most of the books will be dramatically and skillfully written. Some of them will goad Fair Play into writing to the *Advertiser*. And practically all of them will have been forgotten by next spring, because people will be so absorbed with the titillating odors of the new fruit.

Other books about the South will appear, too, of course. But the Sharecropper Series will be most read and discussed and passed about. In fact, these novels of violence always succeed in attracting so much attention that the rest of the Southern literary scene is usually obscured. And after all, they are only a very small part of the complete picture.

Much of the attention they attract is deserved, for they are almost always well written—trenchant, dramatic, skillful. But their very short-lived quality is in itself something of a criticism, a criticism which points to the fact that though execution is good, the books leave a good deal to be desired in concept.

There is more to a story than a grand conglomeration of unshaven chins covered with dribbled tobacco juice, of drunken sluts and roaches and wormy turnips, of storekeepers and hounds that take their respective naps on the recent shipment of flour, of hookworm victims and imbeciles and lynchings with a blow torch, of tubercular Cajuns and sharecroppers.

There is more to realistic writing than one would ever learn from such books as *The Sharecropper, Lamb in His Bosom, God's Little Acre, The Store, Light in August,* and *Children of Strangers.*

The South speaks for itself frequently in an oral folk literature. Such stories and sayings are sometimes bawdy, naturally. But the ballads are more numerous, ballads like *Birmingham Jailhouse, Eastbound Train, Weeping Willow Tree,* and *Lightning Express.* In spite of limited vocabulary and consciousness of frustration the emotion is usually normal and the details in good taste. The underprivileged seem to be aware of the gentler emotions and of idealism. Certainly the characters of the ballads do not offer themselves as prototypes for the consistently uninhibited characters in the best-sellers.

Consider the *Eastbound Train,* for instance, which shows a Southern child at her customary pursuit of being miserable.

The eastbound train was crowded
One cold December day.
The conductor shouted, "Tickets!"
In his old-time-fashioned way.

A little girl, in sadness,
(Her hair was bright as gold)
Said, "Sir, I have no ticket,"
And then her story told.

"My father he's in prison.
He's lost his sight, they say.
I'm going for his pardon,
This cold December day.

"My mother's daily sewing,
To try to earn our bread,
While poor, dear, old blind father
Is in prison almost dead.

"My brother and my sister
Would both be very glad
If I could only bring back
My poor, dear, old blind dad."

The conductor could not answer.
He could not make reply,
While taking his gloves and wiping
The tear drops from his eye.

He said, "God bless you, little one,
Just stay right where you are.
You'll never need a ticket,
While I am on this car."

The conductor is deeply touched and chivalrously offers aid, it will be observed. He does not swear at the little girl or box her jaws or attempt to seduce her. Nor does she try to bite him or steal his plug of chewing tobacco. It all seems very quiet and usual.

It is not realism that our native sons have been writing about the South, but a sort of romantic primitivism. Perhaps they cannot write realistically. It is a rare person who can secede from his own class, refuse to see and to write as his tradition would suggest, and still write accurately. Even Tolstoi has been accused of appearing as startlingly translated as Bottom in certain of his peasant portraits.

Some Southerners have seen cause for social trepidation or social rejoicing in the caravan of naturalistic best-sellers. The former fear the effect of the books in the North and see in them a deliberately menacing campaign. Books about unscrupulous Colonel Milt's, imbecile Benjy's and nymphomaniac Darling Jill's, they point out, by sheer process of reiteration present Southerners to the public as a group in dire need of paternalistic care, as a group which still needs the barriers which have made the South a colony since Appomattox. For, they continue, while the South does have a large number of eccentric citizens, it also has a number of other skeletons in the closet, equally dramatic but not so politically significant. And Southern best-sellers are written for a Northern audience. The South does not buy books.

The school that rejoices in the social result of the books finds happiness in the fact that Southerners read them. (And even if the South does not buy books, many a copy of *Tobacco Road* has been worn thin at the rental library). Southerners have been roused from their defeatist apathy and stirred to action by reading of their miseries, they continue. They have burned the fiery cross and formed such groups as the Southern Sociological Society, the Southern Policy Association, the Council on Southern Regional Development, and the Citizens' Fact Finding Movement of Georgia.

No one can estimate very accurately the social effect of the books in the United States. But it is possible that it is not very great. The North does buy the Sharecropper Series, it

is true, but it also buys the more numerous romantic and idealistic books (also best-sellers) about the South. It has bought *So Red The Rose, The Fathers, And Tell of Time.* As for Jeeter Lester arousing the South—by all outward and visible signs, he seems to have aroused it (if at all) to a slightly more passionate attachment for *Gone With The Wind.* And the fact must not be overlooked that the various sociological organizations have felt the stimulating touch of such practical idealists as Howard Odum, Francis Miller, Grover Hall, John Temple Graves, Donald Davidson, and others.

Propaganda may be accomplished in both North and South by the Series—no one can say very accurately—but desire to learn about the South is hardly the public's reason for reading the books. People read them because they deal with startling details of physical pleasure or distress. A national situation is responsible for the popularity of books concerned with various aspects of social and personal violence. (The scene of such books is by no means restricted to the South, incidentally). The public has progressed since the days when no nice girl could be seen with *Trilby.*

A recent issue of the *New York Times* contained reviews of forty new books. Thirty-three were concerned with sociology. This is typical of public interest. After fifty years of mass education and growing political awareness, literature and sociology are virtually synonomous, regardless of whether the form is novel — like Lin Yutang's *Moment in Peking,* essay — like Gunther's *Inside Europe,* or autobiography—like Daniels' *Tarheel Editor.* For lighter reading there are such things as the factual little articles of the *Reader's Digest* or the ubiquitous picture magazines, still predominantly sociological.

And a glance through the last named will quickly show how necessary the grotesque is to the general reader. A pleasant evening for many people involves several yards of statistics attached to a series of startling photographs: suicides or cannibals at dinner or tornado victims or prisoners on Devil's Island or a few assorted frozen Russians. Or sharecroppers, of course.

This passion for informations seems to be rather sound, both in psychological and literary implication. But the element of the grotesque, the passion of refined people for dramatic accounts of distress, probably springs from social hysteria. It is the interest of the nervous, who cannot concentrate sufficiently to read a book that makes intellectual demands in vocabulary or background. It is the interest of the unhappy, who have already suffered so much that the normal cannot attract.

One is reminded of Suetonius's account of the evolution of Caligula at Capri. For years the boy was sensitively kind and self-effacing, Tiberius's example to the contrary notwithstanding. Then one day he suddenly began pushing slaves over the cliff (to hear them splash) with even greater enthusiasm than Tiberius. After that, his enthusiasm developed into a really distinguished hobby. The slave-pushing tendency of most Americans finds sublimation in reading.

In the past year or two, however, the national nervous system seems to have been becoming quieter and better adjusted. The growing popularity of romantic and idyllic books would seem to indicate the fact. Five years ago there would have been few readers for such a book as *Follow the Drinking Gourd* or *Journey Proud.*

National literary interest is responsible for the popularity of the Sharecropper Series, not the natural depravity of the characters or of the authors. One regrets upon occasion that various native writers do not select residents of some other section if they are simply looking for people with odd habits. Still their authorship is not necessarily occasion for the dropped tear and the murmured "Ichabod". In one respect it offers occasion for considerable rejoicing: here, at least, are a few Southerners who are not on relief, workmen who find a market for their labor.

While the violent best-sellers are attracting such widespread attention, a quiet but very articulate literary movement is in progress throughout the South. It began about twenty-five years ago, its most colorful originators being Dr. Howard Odum and Dr. Frederick Koch, organizer of the Carolina Playmakers.

Like the best-sellers, these books are about Southern problems, Southern history, Southern people. But unlike the best-sellers they are directed toward a thoughtful, educated, and predominantly Southern (in sympathy if not in residence) audience. Frequently the books are pessimistic, but they are also thoughtful and discriminating. And they are not written simply for the specialist. They are polished, interesting, stimulating—general in interest. Literally hundreds of books on Southern problems for the specialist have been issued, of course, but such books as these are popular reading in literate circles: Freeman's *R. E. Lee,* Woodward's *Tom Watson, Agrarian Rebel,* Abernethey's *Western Lands and the American Revolution,* Dodd's *The Old South,* Hawks's *Economic History of the South,* Dabney's *Liberalism in the South,* Vance's *Human Geography in the South,* Johnson's *The Wasted Land,* Milton's *Age of Hate,* Odum's *Southern Regions,* Davidson's *Attack on Leviathan,* Couch's (ed.) *Culture in the South,* The Agrarian symposium, *Who Owns America,* Heyward's *Seed from Madagascar,* Davis's *The Cotton Kingdom in Alabama,* Caughey's *MacGillivray of the Creeks.*

The regional nature of these books is indicated by the fact that so many Southern universities have established their individual presses in order to print many of them. Books do not have to conform to New York tastes that are published at the University of North Carolina, Duke University, Louisiana State University, the universities of Georgia, Alabama, Oklahoma, Texas, and other Southern institutions.

Written for a Southern audience, too, are the literate and stylistically brilliant articles in such magazines as the *Virginia Quarterly Review* (University of Virginia) and the *Southern Review* (Louisiana State University). Less eclectic in content, but frequently no less well written, are the articles in such magazines as *American Literature* (Duke University), *Southern Economic Journal* (University of North Carolina), *Journal of Southern History* (Louisiana State University), *Journal of Politics* (Louisiana and the University of Florida), *William and Mary College Quarterly.*

And obviously editorials in Southern papers are written for a Southern audience. Stimulating, level-headed, and brilliant are the long series of editorials on social problems that

have come from such newspapermen as Grover Hall, Louis Jaffé, John Temple Graves, Virginius Dabney, Mark Ethridge. The first two have been read by a Northern audience sufficiently to receive Pulitzer awards, but desire for a Northern audience has hardly been their motive in writing.

This is not a complete picture of the Southern literary scene. But it is typical—typical of the type of material being used, the type of author using it, and of the widespread interest in worth-while reading and writing throughout the South.

In many of the individual Southern states personal interest in writing keeps pace with the general productiveness of the whole scene. In Alabama, for instance, a virtual passion for authorship seems to have swept over the state. Various scholarly groups have been producing for some time and such writers as James Saxon Childers, Hudson Strode, Maud Lindsay, and Alice Alison Lide have, of course, been established as professional authors for years. But recently, amateurs in a mass—college students, club women, clerks—have entered the local or national scene in practically every field: radio, juvenile literature, poetry, the novel, the essay, and others. Not only do the consistently fecund groups, such as those at Mobile and Birmingham, produce literature, but individuals who live in places without tradition of particular literary consciousness. Prize-winning poems emerge unexpectedly from Spring Hill or Greenville. A popular novel comes suddenly from Uniontown. Usually the material is Southern—lyric, realistic, or romantic though the treatment may be.

This, then, seems to be the real Southern literary scene, which the much-discussed Sharecropper Series frequently tends to obscure. The South is highly self-conscious and extremely articulate. When one looks at the literature—even at the quantity of it—one is not surprised at the existence of the various sociological societies for bettering Southern conditions. Or, for that matter, at numerous other indications of profound social awareness. At the fact, for instance, that Alabama Polytechnic Institution issues so many well known brochures on practical agricultural problems, or that Birmingham-Southern College has established an elaborate school of

recreation, or that various organizations in Alabama and other Southern states are fighting for free libraries, or that classes in Southern problems are crowded in the numerous colleges where they are offered.

There is so much in Southern culture—past and present—of which Southerners may be very proud without being remotely sentimental. The present literary renaissance is one phase of such culture. Scholarship combined with polished writing is a phenomenon to be respected under any circumstances. In a section as notoriously poor as the South, it (and the widespread support which makes it possible) is a phenomenon to be much more than respected.

It is rather a pity that the lush foliage of the Sharecropper Series should tend to overshadow the more hardy growth. Perhaps loyal Democrats might consider the feasibility of ploughing under (psychically speaking) a small percentage of next year's crop so that the less colorful but more nourishing fruits of other labors can be seen.

ONE OF LEE'S FLAGS OF TRUCE

By Judge Walter Burgwyn Jones, Montgomery, Alabama

When the twilight of April 8, 1865, gradually settled into night in the quaint little Virginia town of Appomattox, General Robert E. Lee's Army of Northern Virginia had reached there and halted for rest. General Lee realized that the Southern Confederacy was dying. But the gallant Southern commander, now reckoned among the great military captains of all time, was unwilling to surrender his brave army, wearied by continual fighting and marching, without one final effort.

General Lee saw that his communications and retreat to Danville had been cut off, that his entrenched lines had been broken and overrun, saw the right of his army rolled up, Richmond and Petersburg evacuated, and his army desperately endeavoring to effect a junction with Johnston in North Carolina. Two corps of the Army of the Potomac, First and Second, under the command of General Meade, were pressing his rear; General Phil Sheridan, with three divisions of his cavalry, and General Griffin, with the Fifth Corps of Federal infantry, were making a flying march to block General Lee's path and circumvent his plans.

Late that night (April 8), two miles from Appomattox Court House, the last Confederate war council was held. It was seen by the generals present, among them Lee, Longstreet, Gordon, Pendleton, and Fitzhugh Lee, that unless on the morrow the Confederate troops could break through the heavy lines of Federal troops surrounding them, surrender would be inevitable. There were only 28,000 Confederate soldiers left. Less than 9,000 of these could be mustered for battle with muskets.

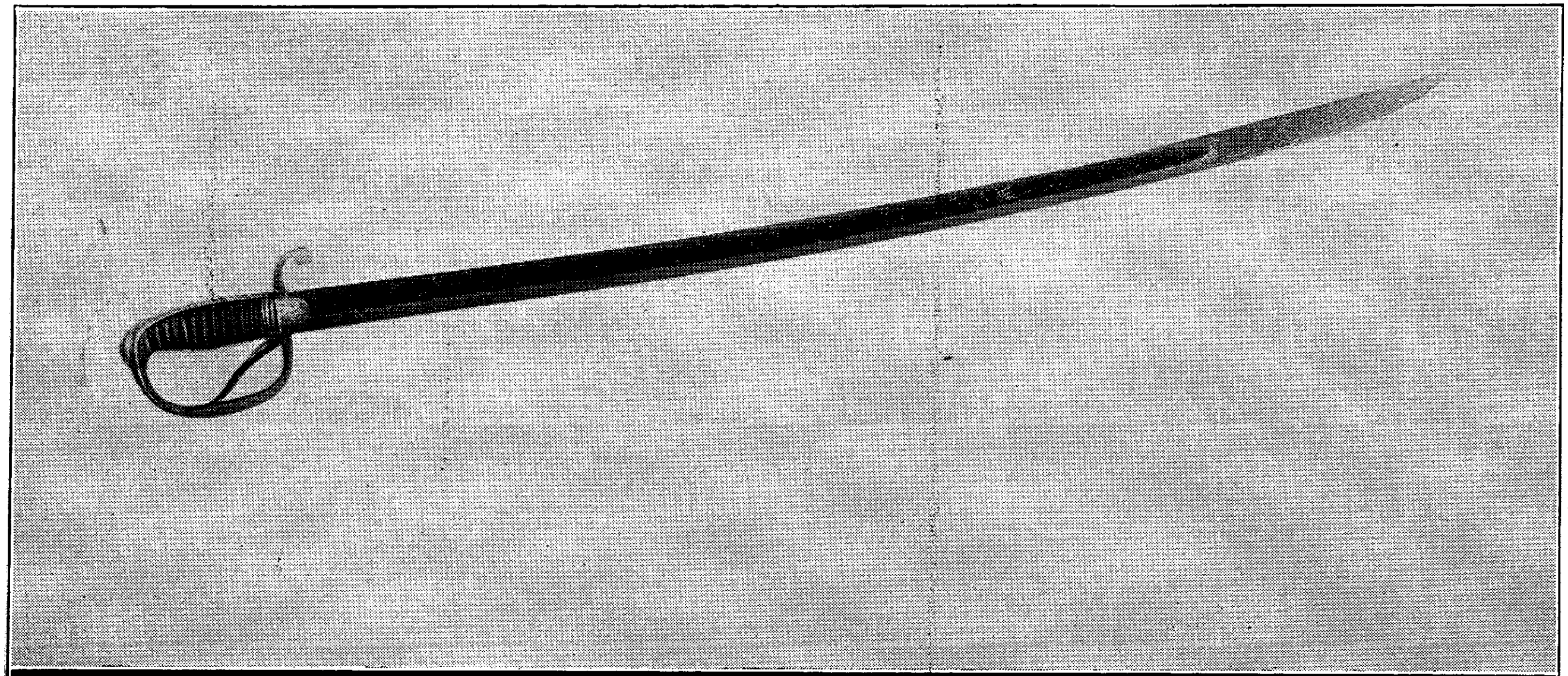
Major-General John B. Gordon was selected to command the troops which were to attempt to cut through the Federal lines at dawn on Sunday, April 9. It had been agreed, in the council of war the night before, that in event General Gordon was unable to cut through the Federal lines, flags of truce were to be sent out asking for a cessation of hostilities until Generals Lee and Grant could agree upon the final terms of a surrender.

At about half past five, on the morning of Palm Sunday, April 9, 1865, General Gordon, who had formed his command nearly a half mile from the court house, advanced his line. One of Lee's veterans, a gallant young Alabamian, who rode at the side of General Gordon in the heroic Confederate charge on that memorable morning, now three quarters of a century ago, tells us that Gordon's troops were in proud array, "although the men were so worn, jaded and famished, that they could hardly carry their muskets." Divisions had dwindled to the number of full regiments, and regiments and companies were represented by a few miles of men, but the colors of nearly all the organizations remained.

The Confederacy's Scarlet Line of Battle

"The sharp skirmish fire soon grew into a furious and heavy volume of musketry. The ever faithful Carter joined in with his deep-toned guns. The cavalry at our right pressed forward at a gallop, and wild and fierce shouts resounded through the heavens. As the sun drove away the Sunday morning mist, it looked down upon a scene that will forevermore thrill Southern hearts. In a steady line, sustained on the left by artillery which flamed forth at every step, with cavalry charging fiercely on the right, the Confederate line of battle, scarlet almost from the array of battle flags floating over it, went forth to death, driving before it masses of blue cavalry and artillery. Spring was just budding forth, and the morning sun glistening from leaf and tree, shed a halo about the red battle flags with the starry cross, as if Nature would smile on the Nation that was dying there.

"We pressed on and beyond the court house, Fitz Lee and his cavalry rode unmolested on the Lynchburg road, but Gordon's infantry was impeded by a desperate resistance. Gorden's men captured a battery and still pressed on. It was too late. The infantry under Ord, nearly thirty thousand strong, now filed across our pathway, throwing out batteries from every knoll, and rapidly advanced lines of infantry against us. Gordon could not withstand what was in front, and to stop to resist it, would be to involve his flank and rear in clouds of the enemy. Slowly this glorious color guard of the 'Army of Northern Virginia', retraced its steps to Appomat-



SWORD ON WHICH MAJOR THOMAS G. JONES, C.S.A.
BORE ONE OF GEN. ROBERT E. LEE'S FLAGS OF TRUCE
APPOMATTOX, APRIL 9, 1865

SEXTON

tox Court House, bringing with it prisoners and captured artillery. The probable success of Gordon's movement, and what was to be done in event of failure, had been the subject of discussion between General Lee and his corps commanders."

Flags of Truce from the Confederate Lines

As soon as General Gordon saw the impossibility of cutting through the thousands of Federal troops across his front, in accordance with the agreement reached at the war council held the night before, he sent out from his line a flag of truce to the lines of the Federal army in front of him. Due to the great difficulty in reaching Lieutenant-General U. S. Grant, who was located in a distant portion of the army, and, as the emergency was very pressing, several flags of truce were sent out from the Confederate lines. One flag was carried by a major on General Longstreet's staff, another was carried by a captain attached to the division commanded by General Evans, and another was carried by Major Hunter of General Gordon's staff.

The flag of truce which has been most written about, and which is believed to have finally reached General Grant, and brought the historic order to "cease firing," was carried by Major Thomas Goode Jones, of Montgomery, Alabama, a staff officer under General Gordon, and afterwards (1890-1894) Governor of Alabama.

Major Jones Rides Through Battle Fire

As Gordon and his troops were falling back, notification was received from General Lee that he had sent a flag of truce through the lines asking for an interview with General Grant. General Gordon thereupon sent two flags of truce, and General Longstreet also sent a flag of truce from his lines to General Meade's front. While General Sheridan's dismounted cavalry were falling back in a feigned retreat from the fire of the Confederates, the infantry of the Fifth United States Army Corps advanced and opened fire. It was at this time that Major Jones rode out rapidly from the Confederate lines, between the skirmishers of both armies, towards the Union lines some two hundred yards away. Be-

cause of the heavy smoke lying over the battlefield that morning, neither Confederate nor Union troops appeared to see the bearer of the flag of truce and both sides continued their fire as he rode swiftly through the morning mists. Several times he had narrow escapes from being shot.

Years after the War, one of Major Jones's old comrades in arms told of the incident in this language: "A horse was seen to dart from the firing line of the Confederates to the line of the Union men two hundred yards away, and from his side hung a man clinging to the saddle with his legs while his body hung down after the fashion of a cowboy. A small white flag fluttered from above the saddle and although it was seen that the rider carried a flag of truce, the hot firing did not cease from either side as the man with the message of surrender neared the Union lines."

The Confederate Major Arrives at the Union Lines

General Joshua L. Chamberlain, U.S.A., who commanded the First Division, Fifth Corps of Grant's Army, at Appomattox Court House, gives an eloquent and picturesque description of Major Jones as the General first saw him riding toward the Union lines: "Suddenly rose to sight another form, close in our own front . . . a soldierly young figure, handsomely dressed and mounted . . . A Confederate staff officer undoubtedly, to whom some of my advanced line seemed to be pointing my position.

"Now I see the white flag earnestly borne, and its possible purport sweeps before my inner vision like a wraith of morning mist. He comes steadily on, the mysterious form in gray, my mood so whimsically sensitive that I could even smile at the material of the flag—wondering where in either army was found a towel, and one so white. But it bore a mighty message—that simple emblem of homely service, wafted hitherward above the dark and crimsoned streams that never can wash themselves away."

General Lee's Message Delivered

"The messenger draws near, dismounts with graceful salutation and hardly suppressed emotion, delivers his message: 'Sir, I am from General Gordon; General Lee desires

a cessation of hostilities until he can hear from General Grant as to the proposed surrender.'

"What word is this! So long, so dearly fought for, so feverishly dreamed, but ever snatched away, held hidden and aloof, now smiting the senses with a dizzy flash! 'Surrender?' We had no rumor of this from the messages that had been passing between Grant and Lee, for now those two days, behind us. 'Surrender?' It takes a moment to gather one's speech. 'Sir', I answer, 'that matter exceeds my authority. I will send to my superior. General Lee is right. He can do no more.' All this with a forced calmness, covering a tumult of heart and brain. I bid him wait awhile, and the message goes up to my corps commander, General Griffin, leaving me amazed at the boding change."

It is stated by some writers that General Lee had furnished Major Jones with a letter accepting General Grant's overtures for peace. This is a mistake, for Major Jones carried only a verbal message from the noble Southern commander.

Peace Broods Over the Battle Field

Sergeant-Major William Shore, 155 Pennsylvania Volunteers, U.S.A., says that Major Jones, bearing the Confederate flag of truce, approached the Union skirmish line and asked him where the commanding Federal general was. He directed the Confederate officer where to go and pointed out to him General Chamberlain, who was sitting on his horse in a conspicuous position on quite an eminence within the Union lines. He was the first Federal officer of rank to see the flag of truce. Afterwards it passed many commands, and finally reached General Sheridan. Within a few minutes the order to "cease firing" was given. The War for Southern Independence was over. The gallant soldiers of the Army of Northern Virginia had fired their last shots.

Confederate Officer Handsomely Dressed

In a letter written April 14, 1902, to Sergeant-Major William Shore, then living in Pittsburgh, Pennsylvania, the first Federal officer encountered at the Union lines, Major Jones gives a full and vivid account of the part played by him at the Surrender. Major Jones wrote:

"I was then not quite twenty-one years old, was mounted on a good looking bay horse and was in full dress, having put on our best uniforms for fear they would be captured with the wagons. We all expected the worst and wished to be dressed as decently as possible. I rode in on the right of the Appomattox Court House, coming from the direction of our lines. Some of your skirmishers opened fire on me at first, but they stopped as soon as they perceived my flag of truce, which was a large, white napkin in which some ladies had wrapped some snack for me the day before—the napkin being all that remained in my haversack. I have always had a vague recollection that the officer I met was an artilleryman, and it may be that you were the man who told me where to go, and that I mistook the artilleryman for a man in zouave uniform. I was so intent on getting the firing stopped that I did not pay very particular attention to what happened on the skirmish line. Thirty-seven years have elapsed since then, and my memory is not very distinct as to the details.

"I think the first general officer I was carried to, was General Chamberlain of Maine, who was a division commander, and, if I am not mistaken, he carried me to General Griffin. I remember distinctly having some talk with a General Forsythe, who, if I remember correctly, was a cavalry general. General Sheridan was nearby. I think he or some of his staff rode out into a part of the field where I was, and said something about having another flag of truce, and that we seemed anxious to stop, and so on. From that point, I was sent with a Union officer to some Confederates who did not understand the situation, and were trying to move off and were occasionally firing. After this I went back into the Confederate lines to where General Lee was sitting on the road about a mile from Appomattox Court House, on some rails, near an apple orchard, waiting to hear from General Grant."

Description of Major Jones's Sword

After receiving his parole at Appomattox Court House, Major Jones rode on horse-back from Virginia to his father's home in Montgomery, Alabama, carrying with him the sword which had borne General Lee's flag of truce that April morning when history was made. The sword is now owned by one of Major Jones's sons at Montgomery.

The sword is a cavalry sabre with a broad, heavy blade, one edge curved toward the point. It is made of finely tempered steel, handsomely chased, and is thirty-eight inches long. The blade is a little over one inch in width, and about a quarter of an inch in thickness. The hilt is five and one-half inches in length, and the basket, or bow of the hilt, which protects the hand, is three and one-quarter inches across.

The historic sword hangs today in the library of Judge Walter B. Jones, of Montgomery, who owns it and who is the son of Major Jones.

THE POETS ON FISH CREEK

By Renwick C. Kennedy

(Mr. Kennedy, author of this folk study is the Pastor of the Associate Reformed Presbyterian Church, Camden, Alabama. He has for a long while been interested in the socio-economic conditions in Alabama and has contributed articles on that subject to some of America's leading journals.)

The people on the creek were essentially poets. They lived in the piney woods down near the bottom of Alabama close to the Florida line. The environment was favorable to poetry.

Being none too literate they never wrote any poems. Mr. Quincy, the old Presbyterian preacher, had a boxful he had written during his lifetime. A few of them had been published in obscure religious papers but he had never been much interested in getting them into print. He wrote them for his own satisfaction and when they were about a week old he put them into the box and never looked at them again. In the later years of his life he quit his practise of poetry. Few people have ever been able to read his hand-writing at all and no one has been able to read it with certainty. His script was beyond doubt the worst in the world. His poetry is thus lost to mankind although there is a whole boxful of it extant.

The people never bothered to write their poetry. But in their ways of life, their conversation, their similes and metaphors, it crept out every day.

When Sam Hord got to talking about deer he always expressed himself in great poetry of his own spontaneous creation.

"A deer," he said, "is jest natcherly made fer gittin' away from here. He's built for leavin' here, on land or in water, runnin', jumpin' or swimmin'. You see him one minute and the next you don't. He's like a buzzard's shadow slippin' through the woods."

The people used forceful, vivid, direct language. They dropped word endings. They had never heard about syntax. They had no theories about the parts of speech. They had

no interest in learning to use correct English. Their language was a flexible instrument suited to all necessary uses and circumscribed by no petty rules. "Ain't" and "taken" and "done" and "seen" answered their purposes as well as "is not" and "took" and "did" and "saw". On their lips the speech of the piney woods was adequate for the common needs and upon occasion became music.

The poetry of their unlettered souls came out quite clearly in many aspects of their lives but in no point more riotously than in the given names of their children. Family names were conventional enough, being almost exclusively Scotch-Irish and English though there were a few German and French. There were no Jews, Italians, Russians or Asiatics, and strangely no one of Spanish descent in the community though there were a few Spanish place names.

Due to the strong Baptist tradition there were few christenings on the creek. Mr. Quincy did baptize a few babies, officially giving them their names.

Nonetheless babies were given names in the early days of infancy whether christened or not. A person must have a name. It must be chosen for him since he is unable to select it himself. Great crimes are committed upon defenseless innocents in this matter. Out on the creek name choosing was a highly developed art. The people had a genius for giving names. The imagination was set free. The arts and the sciences, the Bible and the zodiac, the traditions of the community and of the human race, nature, the heavenly bodies, and the future life were utilized. There were still other names without known origin. Only God knows where they came from.

There were prosaic names like Fred, Joe, John, Willie, Sam, Mary, Margaret, Jane, Mamie and Hattie. Some people had to bear these names to preserve a balance of sanity in the mass nomenclature of the people. Otherwise the condition would have been too enormously cock-eyed to have maintained itself within the limits of reality.

Dave Reed went in for high poetry in a deliberate way when he named his children. His masterpiece was acknow-

ledged by the community. The names he gave his five girls were:

Willie May
Jewel Gray
Bessie Ray
Edith Fay
Elsie Gay

He also had a son whom he named Willard, but having expended his genius on his girls it is not to be wondered at that he could do no better for his son. He might have been forgiven had he merely named him John.

David's girls, it will be noted, had double names. This was considered desirable on the creek. A double name was always preferable to a single name and particularly in the case of girls. However, awkward combinations of syllables were instinctively avoided. A double name, it was felt, should be short, quick and easy to the tongue, and if possible alliterative. In the case of a large family it was good to have a series of rhyming double names. Some people were not good enough poets to achieve this but the real honest-to-God poets like David Reed and old man Hood were highly successful.

Carson Hood first and last had five daughters and two sons whom he named:

Allie Maybelle
Lela Vermelle
Mamie Estelle
Rebecca Moselle
Alabama Odell
Charlie
Silas

Lucius Smith said that if the old man had had another daughter he should have named her:

Go To Hell.

But Lucius was not a sensitive fellow and was incapable of appreciating a creation of art. The names of the Hood girls are almost perfect. They are double, they are easy to say, they rhyme with each other, and each within itself is more or less alliterative. The only criticism that can be made of them is that they are four, five and six syllable terms,

while David Reed got the same results with three syllables and kept each name uniform in syllable quality. The point must be granted. Technically David did a superior piece of work. In fact, he was absolutely perfect. Yet an unbiased critic would probably grant Hood a more luxuriant imagination. His form was more difficult than simple three syllable rhyme and to anyone but a hide-bound purist his completed work is more striking.

As in the case of David it is to be noted that Hood, too, had pretty well petered out by the time he got through thinking up rhyming names for his girls. The best he could do for his boys was Charlie and Silas.

The decadence of genius is a sad thing to contemplate.

Rosa Newton did right well with her three girls' names:

Shella Ray
Della May
Rosa May

Rosa faltered with her namesake. The muse failed her and she found it necessary to use May a second time. This did not bother Rosa nor Rosa May nor Della May, but it was an inferior piece of art.

Mr. Dale did better by his two girls whom he named:

Zomeree
Estherlee

He only had two, however, and might have failed with a third. It really takes four or five girls to prove a parent's art in devising names for them. Two are not enough. Anyone can sit down and figure out two homogeneous names, particularly if he figures on the matter when he names the first child. Right there is how and where many people fail. They name the first one in a thoughtless moment giving it some unpoetical name for which there likely is not a rhyme in the universe. Elbert Reed named his first daughter Dorothy and though he had six more he was never able to find a girl's name to rhyme with it. He was a poet at heart and would have done well had he named her Verseray or Sally Lee. It always worried Elbert that he had made such a mistake, he having the soul of a poet.

Will Seller's wife was named Velma. He named his son and daughter:

Vernon
Vera

Will did well but was not really a high class poet. He was far inferior to Anderson Griggs who was really one of the top-ranking poets on the creek. Anderson turned in a fine piece of work, naming his children:

Ruby Fay
Clara May
Ima Jay
Pearly Gay
Homer
Henderson
Hupert

The girls' names are perfect. Here, too, is a strong talent that did not exhaust itself upon the girls but also did justice by the boys. Homer, Henderson and Hupert represent a splendid imaginative piece of work in their naming.

Zodiac Martin had no daughters but did right well with his sons' names:

Ora
Zora
Fonso.

Zodie would have done better had he had daughters.

Mr. Quincy knew all the groups of poetical names in the whole community and could rattle them off at any moment, always adding a comment of his own, usually the same comment.

"It makes you think of the old *Blue Back Spellin' Book,*" he said, " 'horseback, lampblack, ransack, barrack; amity, jollity, nullity, quality; Zachariah, Hezekiah, Jeremiah'."

Most of the people did not go in for rhyming poetry but selected names for their inherent beauty. Their efforts were a kind of blank verse. Some of the names were a bit startling but were imaginative and beautiful and not a whit less poeti-

cal than the rhymes. Scattered about over the community there lived women and girls whose names were:

Beadie	Gatsy
Lanie	Carmilou
Nobie	Gertha
Clodine	Gretha
Una	Celie
Ovary	Eelon
Vonceil	Dicey
Ovelma	Zora

Una, Ovelma and Zora are old names preserved in the family traditions of the people. Gertha and Gretha came through families of German descent.

Beadie, Lanie, Nobie, Celie, Dicey and Gatsy indicate the liking of the people for diminutive endings.

There are several girls on the creek named Ovary. The name is accented on the second syllable and is very pretty. Only a few people have any idea about the meaning of the word and they never give it any thought, accustomed as they are to hearing it used as a feminine name.

The use of the word for a name is unusual and quite interesting. Mr. Quincy, who was a student of names, said that it was a corruption of a Spanish name, Ovara, or O'Vara. Out on the creek the use of the name was totally without anatomical significance. But when one of the girls who bore it happened to go off to a teachers' college she found it embarrassing. Innocently enough the community had put its mark upon her. She changed her name to Ovelma.

Mr. Quincy knew the meaning of all ordinary names that had meanings and went around telling people what their names meant, though of course he never told any of the girls who were named Ovary. Sometimes he was asked to give names to children by parents who were lacking in poetry or exhausted by the practise of it. He gave Isaiah Hord and Zebulon Foster their names, though Isaiah was always known as Cooncy and Zebulon as Zebby. He named Lavinia Hord. The people had never heard the name Lavinia. It took well and in a few years there were a half dozen Lavinias. Will Garrison named a son for Mr. Quincy, John Quincy Garrison.

It was a common thing to name a son for some preacher. Formerly there was an old hardshell preacher named Grider who lived in the community for many years. He was childless so far as could be observed but ever since his time there has always been at least a half dozen men and boys with the first name of Grider.

Names were common property and no one objected to another family using a name borne by one of its children. There were several Ovaries and Lavinias, and a great many Vonceils and Ovelmas. The latter was always shortened to Velma and the O became virtually lost. Strangely the not very attractive name Nobie was more widely used than any other.

It must not be supposed that masculine names were neglected. The following list is evidence enough that fantasy was at work over the boy babies, too.

Pleasant (Plez)	Denzer
Phone	Denver
Willie Snow	Jesker
Joe Willie	Esker
Alto	Esther
Baalam	Zora
Zimri	Seaph
Crum	Welcome
Bethel	Nollis
Greenberry	Bunkum
Below	Foy
Jack Dempsey	Blueford
Woodrow Wilson	Shang
Teddy Roosevelt	Cumi
Cuvee	

These are names, it must be remembered, and not nicknames. Some of them are not unusual, but to find all of them and others equally intriguing in one small community out in the piney woods makes one pause in admiration.

Ora, Zora and Fonso Martin have been mentioned but deserve to be noted again.

Phone was evidently named for the telephone. There were no telephones in the community. Zimri, Cumi, Baalam and Bethel, along with a number of Jacobs and Isaiahs indi-

cate a Biblical source, though none of them were Jews. Joe Willie is a beautiful name, a fine poetic achievement. Greenberry, too, is a beautiful name, drawn ultimately from nature. Esther and Zora indicate some confusion as they bore feminine names. Gender in the grammatical sense was not understood very well on the creek. Jesker and Esker are fine-sounding distinctive names. Mr. Barnett did well by his boys, Seaph, Welcome and Nollis. Seaph spelled his name the short and sensible way—Sef—. Welcome suggests its origin but it might be difficult to account for Seaph and Nollis. As for Below, Cuvee, Denzer and Bunkum, only God knows where they came from.

Mr. Quincy was very plausible in getting up an explanation for names. He had a derivation or definition for most of them.

But even Mr. Quincy had no theory to account for a name like Gatsy, or to explain why parents should name a son Below and accent it strongly on the first syllable.

Besides the names that have been mentioned there were a good many nicknames, but the nicknames get over into the fantastic and are not a proper subject for a serious study.

DIARY OF CAPTAIN EDWARD CRENSHAW OF THE CONFEDERATE STATES ARMY

(In the Fall and Winter issues of the *Alabama Historical Quarterly* of 1930, portions of Captain Crenshaw's diary were reproduced. The remainder of the diary will be completed in this and future issues. Captain Crenshaw, a native of Butler County, Alabama, was a student both of the University of Alabama and the University of Virginia. He was attending the latter institution when he joined the Confederate Army. He participated in the Battle of Chickamauga as a captain, was severely wounded. He was later transferred to the Marines under Admiral Raphael Semmes. At the end of hostilities Captain Crenshaw returned to the University of Virginia where he graduated with honor. He located at Greenville, Alabama, where he practiced law. He died in that place, September, 1911, at the age of 69.)

Monday, July 18th, 1864.

We delivered our two vessels to their owners today. At 1 P. M. were ordered to Smithville at the mouth of "Cape Fear River." Arrived at sunset. Marched out into the adjoining sand hills one mile from the village and pitched our tents in a very pleasant location where the delightful seabreezes could have a fair sweep at us.

Tuesday, 19th.

News reached us today that Gen. J. E. Johnston had been relieved from the command of the "Army of Tennessee," and that Lieut. Gen. Hood had been promoted and put in command. We can scarcely believe it. If so, we fear the future now.

Wednesday, 20th.

All the Marines were ordered back to Richmond and Drury's Bluff today, except myself and a guard of one sergeant, two corporals and twenty-two privates. It is now no longer a matter of doubt that we are intended for the crew of a regular Confederate Cruiser or Privateer.

Thursday, 21st.

Rainy and cloudy. Remained in Camp all day. Not as pleasantly situated as in the Army. Do not like the class of men have to command. Have not heard from Home in nearly two months. Reduced Corporal James Nugent to ranks for killing hogs, and promoted Private Patrick Harris to Corporal.

Friday, 22nd.

Still in camp—nothing new to enliven the monotony. Cloudy and cool. Wrote home. Wrote to Uncle Tom, Capt.

Holland, and Col. Jones. Visited Dr. Sandford in Smithville. Dr. Kay Kendall, C. S. N. and 2nd Lieut. H. M. Doak, C. S. M. C. visited us in the evening. Flag Officer Lynch made a short visit. He is an intelligent looking old gentleman.

Saturday, July 23rd, 1864.

Disagreeable day. Nothing new. Went to Smithville and staid a few hours. They are fitting out at Wilmington as a Cruiser the fast running double screw steamer "Atalanta" formerly a blockade runner. I am getting tired of our expedition and wish I was back in the army.

Sunday, 24th.

Rained all day. Lieut. Ward, C. S. N., and in command of our party in the absence of Col. Wood, came to our camp from Wilmington. He said it would take a week to get the "Atalanta" ready for sea. Dined with Dr. Sandford today. Lieut. Ward started back to Wilmington in the evening. Wrote to Pa. today.

Monday, 25th.

Bad weather; Nothing new. We are all dreadfully tired of being camped out here in the sand, and are anxious for a change. We are anxious to get on our ship.

Tuesday, 26th.

Lieut. Gardner and his detachment of sailors went to Wilmington today to go on board the "Atalanta". Went as far as Smithville with them. Played several games of chess with Dr. Kuykendall, C. S. N. Beat him playing. Called on Dr. Sandford in the evening. Mr. Shippey, Master in the Navy is sick with neuralgia and is staying with the Dr. Returned to camp after dark and lost my way. Stumbled on the camp after walking nearly all around it.

Wednesday, 27th.

Remained in camp all day. Nothing of importance transpired to relieve the monotony of the same. Read the "Lost Heiress" by Mrs. Southworth. Well pleased with it. Admired the characters of Mr. and Mrs. Hunter and Maud very much.

Thursday, 28th.

Remained in camp all day. Weather very warm and unpleasant. All quiet. No change in our situation. * * * * *

Captain A. C. Benthuysen, Commanding C. S. Marines on the Wilmington Station, wrote a note to Lieut. H. M. Doak, comm'd'g the Marine Guard at Smithville, and to me, asking us to have our guards to vote for Gov. Vance at the approaching election, that their votes would not be challenged. Accompanying the note was a package of Vance Tickets. None of my guard being entitled to vote, I, of course, did not do as he requested.

Friday, July 29th, 1864.

Our detachment of sailors and Marines went to Wilmington today and went on board the "Atalanta". She is a very fast running double screw propeller, very long and narrow. She was built for running the blockade. It is said that the Government owns part of her. She has been fitted out as a war vessel and is at last ready for sea. Her armament consists of one 12 pounder howitzer on the forecastle, one one hundred pounder Parrot amidships, mounted on a pivot carriage so as to be used on either side of the ship—and a 30 pounder Parrot aft. mounted on a pivot carriage. The decks were well strengthened for these heavy guns.

Saturday, July 30th.

The crew of the "Atalanta" were mustered today. I detached Privates Bessent, Burns, Crump, Petitorry, and Tierney from my guard and turned them over to Capt. A. C. VanBenthuysen, by order of Commander Wood who is in command of the "Atalanta". Tried to get some clothing for my men from Capt. VanBenthuysen; but he had none. Lieut. Coak dined with me on board the "Atalanta" today. Drew 1,000 rounds of Musket ammunition for my guard today. Taking in supplies and munitions of war all day. Took on board ten or twelve bales of cotton and lashed them around the exposed parts of the boilers to protect them from the shot of the enemy. Took on board a large quantity of Tobacco. * * *

Sunday, 31st.

Entire crew of the ship mustered today. Commander Wood made a short speech, saying that we went into commission as the C. S. Steamer "Tallahassee," and that we were going to cruise against the Yankee Commerce whenever we could find it, and that all who did their duty would be richly rewarded, and those who did not do their duty would be

punished and no privileges would be allowed them, and that he intended to have strict man-of-war discipline on board. Services were then read and we were dismissed. * * * * *

Monday, Aug. 1st, 1864.

Coaled Ship and took on stores and supplies and hauled out into the middle of the stream. * * * * *

Tuesday, 2nd.

Received on board our ship from Flag Officer Lynch one set of Yankee Signals complete and one United States' Ensign. Everything ready for going to sea. Draft of Ship 10 ft. 9 inches aft. and 9 ft. 8 inches forward. At 5:30 P. M. got under weigh and proceeded down the river. Anchored off Fort St. Phillip at 7:30 P. M.

Wednesday, 3rd.

Had target practice at 1000 yards. The firing was very accurate, the shells bursting over the target. At 2:40 P. M. got under weigh and went down to "Five Fathom Hole," and came to anchor. At 7:30 P. M. got under weigh and stood for the "Rip". Got aground on the "Rip" and the tide falling the engine was stopped at 9:30 P. M. A large blockade runner going out passed us while we were aground. She glided by like a spirit and was soon out of sight. The success of the blockade runners in eluding the Yankee cruisers no longer seemed wonderful to me; for these steamers can not be seen more than a hundred yards distant when there is no moon. They burn Welsh coal which emits a very light colored smoke, and they can glide right by a vessel without the least sound being heard.

Thursday, 4th.

Aground off Fort Fisher on the "Rip". Got ship off and started out again, but got aground again at nearly the same place. * * * * *

Friday, 5th.

Tried hard all day to get the ship afloat, with the assistance of the C. S. Steamer Yadkin, but without success.

Saturday, 6th.

Still around on the "Rip", the draft of water of our vessel being too great to pass the Eastern Bar at these tides. The

Steamer "Cape Fear" was made fast to us at high tide and in a short time we were afloat. We then steamed down to Smithville and came to anchor off that 'little old town' intending to pass out by Fort Caswell and the Western Bar to-night.****

At 8 P. M. weighed anchor and stood out over the Western Bar of Wilmington. Rounded the Fort at 9 and at 10 were on the bar. The moon was just going down as we got under weigh, and it is rather too light for us to hope to get out without being seen. Just after passing over the bar made two Federal Cruisers—one on each bow. Stood between them. When they bore a beam they discovered us, showed lights, sent up rockets and commenced firing at us. The vessel on the Starboard beam fired four shots; the one on the Port beam fired one shot. All of the shots passed very close over us; but happily none of them struck us. Made another cruiser on the Port bow—ran to the Westward and made another on the Starboard bow; but passed them both without being discovered. Running at a speed of nearly fifteen knots we soon passed through the Yankee Fleet and were out at sea. "Bald Head" light was the last thing in the Confederacy that we saw—and it was soon out of sight. * * * * *

Sunday, 7th.

At 4:10 A. M. Discovered a steamer in chase. At 7:50 A. M. Made another sail on the starboard bow. At 12 M. the steamer discovered at 7:50 could barely be seen astern. Lost sight of both steamers at 1 P. M. At 5:20 P. M. strange steamer reported right ahead. At 5:40 P. M. the stranger altered his course and steered for us, and chased us until night when we lost sight of him. A strange steamer discovered very close to us at 8 P. M. showed signal lights and fired five shots at us. We altered our course and ran from him as soon as we discovered him. Four of the shots passed very close over us, but the fifth shot fell astern, we left him so fast. At 9 P. M. we lost sight of him entirely. This sabbath has been a beautiful day, and was properly observed. Capt. Wood read services to us on the quarterdeck. We ran through a large school of porpoises today. Early this morning three deserters from our fleet at Wilmington were found secreted in the ship. They were put on duty as we could not carry them back, and needed men.

Monday, 8th.

A fair pleasant day. We are in the Gulf Stream and there is some swell but not enough to make it unpleasant. Masses of seaweed float by us, and we see innumerable swarm of Mother Carey's chickens and seagulls skim along the waves and fly over us. Spoke the Hamburg barque "Louise Wilhelmine".

Tuesday, 9th.

Spoke Bremen Brig Santiago, and Schooner Fanny of St. Johns New Brunswick, four days from New York. At 9:45 P. M. boarded the English Brig H. F. Calthuse, of Turk's Island. Saw a large steamer on our port bow but passed her unobserved.

Wednesday, 10th.

Spoke British barque "Armenia" and schooner "Emma" of Nassau. From the latter obtained New York papers of the 8th instant. After dark gave chase to a very large vessel under steam and canvass, and running down very close to him found that we had caught a large first class frigate—so we very quickly altered our course and got away without being discovered.

Thursday, 11th.

Captured Yankee Schooner Sarah A. Boyce of Boston bound to Philadelphia for coal. Took the Captain and crew on board and scuttled her and set fire to her. About 9 A. M. a beautiful pilot boat appeared in sight and ran down to us—with the intention no doubt of putting a pilot on board to take us into New York. We are not more than 20 miles from Long Island and 60 or 70 from N. Y. He was soon alongside of us, and seeing the Yankee Ensign flying, we had not yet run up our glorious flag, he immediately lowered a boat and a big pompous looking New York pilot stepped into it and pulled off for our ship. We had in the mean time very quietly and before the boat reached our side run up the Southern flag. The pilot looked somewhat startled and inquired in anxious tone "if there was not some mistake; if this was not a union vessel." He must have thought at first that it was only done to frighten him for he stepped over the side of our ship and walked up to Capt. Wood and asked him in a very pompous tone 'What he was doing in 20 fathoms water without a pilot,

and if this was not a union vessel'. Captain Wood told him that it was the Confederate Cruiser Tallahassee. He then asked Captain Wood what he was going to do with him. Capt. Wood told him he would have to keep him a short time and then he would send him away. He appeared to be considerably frightened and dropped down into a seat and had nothing more to say during the whole of the time he remained on board. The captain and crew of the pilot boat were then brought on board and Capt. Wood placed Master Curtis and Pilot Davis with a prize crew in her, and used her as a tender. This was the New York Pilot-boat, "James Funk", "No. 22". We obtained Fulton Market Beef mutton, ice, butter, fresh vegetables and a quantity of other stores from the boat. At 11 o'clock captured and burned the Brig Carrie Estelle of Boston, with lumber for New York. In the meantime our little Tender "22" brought down to us the Barque Bay State, from Alexandria to Boston. The Captain's wife two children and nurse were on board and were badly frightened. Everything of value having been removed, the ship was set on fire. I went with the boarding party on board this ship. I got several copies of the New York Ledger, and much to my surprise found them filled with miscegenation stories and stories of the war, in which Southern Character was illustrated and represented in the worst possible light. All the heroes and heroines were fairhaired and fairskinned sons and daughters of the South. We brought off from this ship a small box in which were neatly packed away a school boy's toys, trinkets, keepsakes &c. There were some old letters and school reports giving the youth's name and showing that he had been and was probably then going to school in Alexandria. If he was a Northern boy he had very strong feelings and sympathies with the South. There were packed away in his box seemingly with pious care little miniature likenesses of President Davis, Generals Lee and Beauregard and Southern Songs and many other little relics dear to Southern hearts only. The little miniature of Gen. Beauregarde fell to my share, and I gave it to a beautiful little English Girl who visited our ship in Halifax, the daughter of Dr. DeWolf, the surgeon in charge of the hospital. While this ship was burning the "22" brought down another to us, the Brig A. Richards, of Boston, but mostly owned in the State of Maine. We set fire to her after re-

moving her crew, nautical instruments, provisions &c. Captured and burned the Schooner "Atlantic" from Adison to New York loaded with wood. Overhauled schooner Carroll of East Machias, Maine, and having over 40 prisoners with an immense quantity of baggage on board of our ship, and being anxious to get rid of them, we sent them on board of the Carroll with their baggage and with provisions. We bonded the Carroll for $10000 in gold, and the Captain pledged himself to take his passengers into New York. (We have since learned that the captain landed his passengers on Long Island and gave information concerning us at the nearest telegraph station, thus violating his oath; but this is only characteristic of the Yankees). At 6:30 P. M. another beautiful little pilot-boat appeared in sight on the port bow and bore down for us, but soon discovering her mistake or taking the alarm from some cause she put about and tried to make her escape. We soon overhauled her. This was the William Bell, No. 24, and a perfect beauty she was. We all hated to see her destroyed. She cost $16,000 in gold and her furniture $1000 more. She was built three years ago and was elegantly fitted up. Her owner Mr. Callahan appeared to be a very gentlemanly man. We found two passengers on board, an old gentleman traveling for his health, and a New York drummer on a pleasure excursion. These men all appeared to be very gentlemanly, and seemed to be very much surprised at their kind treatment. They repeatedly said that it was much better than they expected or even hoped. They spoke frequently of the outrages committed by their own people during this war, and condemned them in the strongest terms. (But these same people after arriving in New York published unfavorable accounts of us in the Herald saying they had been badly used). After setting fire to the William Bell we stood on towards Montauk Point. We had a heavy ground swell all night. Took tender "22" in tow.

Friday, 12th.

Several sail were in sight at daybreak. Cast off the "22" and sent her after some vessels in the distance, while we steered for a large square rigged ship on our starboard bow. When alongside we ordered her to heave to, but in doing so she collided with us carrying away our main mast and sweeping our deck clean, aft, even to the iron bulwark

railing. I was lying in my bunk when the collision took place. The shock was so great that I was thrown to the floor instantly. I hurriedly dressed myself and ran up on deck. The ships had not been disengaged and this large ship towered over our little ship like some huge monster of the deep over its smaller inhabitants. It took sometime to clear away the wreck of the mast and rigging. All being clear at length we moved ahead a short distance and Lieut. Gardner was sent aboard after the captain and his papers. In a few moments the captain, Moore, came on board with a very confident air, believing that he being an Englishman and the ship being partly owned by Englishmen would be allowed to proceed without molestation. This was the Adriatic from London to New York, with one hundred and sixty-three passengers, nearly all foreigners. Capt. Wood at first determined to bond this ship and allow her to proceed on her voyage, on account of the great number of passengers on board; but finding that she had a great quantity of pig lead and iron on board he determined to burn her, and ordered the captains to get the crew and passengers ready to go on board a barque that the "22" was then bringing in, with their baggage. There was a great deal of consternation on board among the passengers when they learned that their ship was to be burned, and it was some time before we could persuade them that they were not to be burned with it. Women and children ran to and fro crying and wringing their hands and bemoaning their fate, and the men were cussing and trying to drown their cares and troubles in wine and other spirits of which there was a great quantity on board, and in many instances forcing the wine cup on their female companions. I was sent on board with a guard of Marines by Capt. Wood to enforce order and quiet. I never saw such a scene before as presented itself to my view as I climbed over the side of the ship. There were some very beautiful young girls among the steerage passengers. An American gentleman and his wife and daughters occupied the cabin. One of his daughters was a very beautiful young lady. After an incredible amount of labour we succeeded in transferring the crew and passengers to the barque "Suliote" with most of their baggage. The poor creatures tried to carry with them everything that they owned. I never saw such a collection of old boxes, bags, crockery &c. We could not move all of these old things for

them. We tried to move as many of their things as we could. But I am afraid that many of the poor creatures lost all of their clothing, bedding &c. their male companions being too drunk to look out for them. Some of them were so drunk that they had to be lifted over the side of the ship into the boats, among which number was Captain Moore himself. Our disagreeable work was at last over, and sending on board the Suliote the prisoners who were on our ship with water provisions &c. we bonded her and sent her away. Nearly half the passengers of the "Adriatic" were able-bodied young men and will no doubt join the Yankee army as soon as they are landed in New York.[1] We set fire to the "Adriatic" and when she was in full flames we started on our course. Later in the day we captured and destroyed the Schooner "Spokene" of Maine bound to N. Y. with a cargo of laths. The captains of these two vessels were cousins, and had sailed from port together keeping close to each other up to the time of their capture. At 6 o'clock P. M. captured schooner "R. E. Packer", of Pennsylvania, bound to Boston with a load of coal. Our decks were crowded with prisoners and baggage, so that we bonded the schooner for $30000 in gold and put them on board of her. She had a valuable cargo besides coal. During the night steered northeast, by east. Passed a large steamer with lights supposed to be a Federal cruiser without being seen.

Saturday, 13th.

Passed an English vessel. Captured the barque "Glenavon" of Thomaston, Maine, from Glasgow to New York loaded with pig iron. This was a fine new vessel. The captain had his wife on board and a female Irish servant. There were two passengers on board, an old sea captain and his wife, the latter a perfect termagant and a Scotch woman. She was quarreling with some one from the time her foot touched our deck until she left it. Her husband appeared to be an especial object of her displeasure. She took particular pains to let us know that she was a thorough Union woman in politics. "Which is the Union side of the deck," asked she when she

[1]After burning the "Adriatic", the "22" being no longer of any use to us, was consigned to the flames and her crew taken on board. Our boys enjoyed their sail in the little New York pilot boat very much and almost cried when she was destroyed.

first came on board, "I will not sit on the Secesh side." From that time I do not think her tongue was idle one minute while she was on board. The wife of Captain Watts was a brave and good woman of a very sweet disposition, and bore her husband's misfortunes with sweet resignation. Once only do I remember to have seen her yield to her feelings and that was when alluding to her little children at home, and the fact that all her husband's property was vested in his vessel. She said she had five little children. She spoke of the wrongs and insults heaped upon the women of the South during this war, and said she had read of them often with horror, and that she sympathized with them deeply. Our termagant friend threatened to report her husband and herself as Secesh sympathizers at the first police station that she reached in the United States. When dinner came on we invited Captain Watts and his wife to dinner in the ward room and there being no more room, our termagant friend and her husband were invited to dinner in the steerage with the Ass't Engineers and other warrant officers. She seemed to take this as a premeditated insult, and resented it as such. She said she was as good as the captain's wife, that she knew why she had been slighted and the captain's wife invited into the Officers' cabin, that the captain was a Southern sympathizer and she was a Unionist, that she intended to report him as soon as she reached land. Whereupon she launched a torrent of abuse upon the head of her good-natured husband, saying that if she had a husband worthy of the name that he would stand up for her rights &c.

Burned the "Glenavon", and proceeded on our course. I regretted exceedingly to see this fine ship destroyed. At 3 o'clock P. M. captured and destroyed the schooner "Lamot Du Pont" of Wilmington, Delaware, from Cape Breton with coal for New York. While we were occupied with this schooner, a Russian barque passed. We engaged with her captain to take our prisoners—we then had a goodly number on board —into port. The barque had three or four hundred German Emigrants on board. I never saw so many people in so small a space before. We saw several sail in the evening. They were all small and at some distance from us and having a foreign look, we would not go out of our course after them.

Sunday, 14th.

Weather thick and foggy. Light breezes from the South-east and later in the day from south south-west. At 10 o'clock A. M. all hands called upon the quarter-deck and services read by Commander Wood. From Meridian to 4 P. M. thick and foggy; the air being very chill and damp. It is very cold for August. Judging from the coldness of the atmosphere we must be progressing considerably to the northward. During the day there was rain with thunder and lightning. At 3 o'clock P. M. exchanged colours with an English ship. A little after 6 o'clock in the evening the fog lifted and we made a sail in sight. Steered for her and at 7:40 P. M. overhauled the ship "James Littlefield", of Bangor, Maine, with a cargo of Cardiff coal for New York. First Lieut. Ward was sent on board with a prize crew to take possession of her and stand her on our course. We were nearly out of coal and this was just the kind we wanted. Captain Wood tried to devise some means of getting it on board our vessel; but the sea was so rough that it could not be done except by bringing it alongside in small boats, and that was too slow and tedious to be thought of for a moment. The "Tallahassee" and her prize were now steering northward. About 9 o'clock P. M. a thick fog came up suddenly and completely hid our prize from our view. We feared for a short time that we would lose her entirely in the fog; but we steamed on in her direction ringing our bell and blowing a fog horn. In a short time we heard her bell in answer and made her light. She was made fast to us by a hawser and we took her in tow while her crew and stores were being removed and she was being prepared for scuttling. At 10 o'clock the fog lifted and the moon shone out brightly. About midnight the ship was scuttled and set on fire, and we steered away from her due north.

Monday, 15th.

Two or three sail in sight at daybreak. Captured the schooner "Mercy A. Howes" of Chatham, Massachusetts. She had been for four months in the Bay of Chaleurs fishing and was now returning with a full cargo of cod fish and mackerel. After supplying ourselves with fish and taking the crew on board we destroyed the schooner. Light breezes and smooth sea today. At 8 o'clock A. M. spoke schooner "Sophy" of Nova Scotia from Turks Island to Yarmouth with a cargo

of salt. Engaged with the captain to take our prisoners as passengers. Sent some provisions on board with them, and half a keg of tobacco as a present to the captain. The news of the prizes "Lamot Du Pont", "James Littlefield", and "Mercy A. Howes" were sent off on this schooner with their baggage and personal effects. At 9 o'clock A. M. captured schooner "Howard" of Bridgeport Connecticut from Cape Breton with a cargo of coal. This vessel was captured by the Florida about six weeks ago, and bonded by Captain Morris to take sixty-three prisoners to New York. But her bond only protected her for that voyage, and being a very fine vessel we destroyed her. About 12 o'clock M. captured fishing schooner "Floral Wreath" of Georgetown, Maine, just returning from four months' fishing in the Gulf of St. Lawrence. She had on board over three thousand dollars' worth of cured fish ready for market. Her captain, Chandler Jewet was a genuine Yankee, and was much grieved at the loss of his vessel. He said that he would have rather have lost his wife than that schooner." This was a good specimen of the Yankee fishing vessels. She was worth about two thousand dollars in gold. In these fishing vessels some eight or ten men are engaged and fish on shares. Half of the fish goes to the vessel and the remainder is divided among the crew. One man generally receives about 200 dollars for four months' work. This is considered a very profitable business by these simple-minded people. After scuttling the "Floral Wreath" proceeded on her course. At 3 o'clock P. M. captured and destroyed the fishing schooner "Restless" returning from the Gulf of St. Lawrence with a full cargo of fish. Some of the crew shed tears when their vessel was destroyed. After a short chase overhauled the schooner "Sarah B. Harriss" of Dorchester Massachusetts, returning from the Gulf of Caress. She had spoken the schooner "Coward" and several of our prisoners had changed into her as she was bound to their homes. Having a considerable number on board, Commander Wood bonded her for eight thousand dollars in gold, and put all our prisoners on board of her. She was bound for Portland, Maine. About sunset came upon the "Etta Caroline", a small fishing schooner from Portland. She was at anchor with her sails down and her crew were busily engaged in fishing. The captain was ordered on board. He came over the

side with much trepidation, and walking up to Commander Wood made an awkward bow and stood with his hat under his arm. Commander Wood said, "Well, Captain, I must take charge of your schooner." "Oh, no?" said he, "You wouldn't do that—I'm a poor man—only a fisherman, Sir". "But you are the very fellows we are after," said Captain Wood. The poor fellow looked like that he was about to lose all he ever expected to own in this world. He was allowed to go on board and get all his private effects & c. and the schooner was destroyed. The captain and his crew were then put into their small boats with all their baggage and towed down to the "Sarah B. Harriss" and when he had seen them all on board we steamed rapidly away. We see several beautiful mirages of wonder distinctness. We see beautiful images of vessels reflected on the fog clouds hanging low on the water.

Tuesday, 16th.

Spoke a Nova Scotia schooner at an early hour. At 7 o'clock A. M. Overhauled and destroyed the barque "P. C. Alexander", of Harpswell, Maine. She was a splendid vessel of about 300 tons and valued at twelve thousand dollars in gold. She was bound to Glace Bay for a cargo of coal. Later in the day, overhauled and burned the following named vessels:—Schooner Leopard of Boston, from Cornwallis, Maine, with wood, George Cowley, master; Schooner Pearl of Friendship, Maine, fishing vessel from the banks of Newfoundland, with a cargo of fish, Rufus Greyer, master; Schooner Sarah Louise of Jonesboro, Maine, with wood for Boston, George Dobbing, master; Schooner Magnolia, of Friendship, Maine, fisherman, Owen Wincapaw, master.

We had now a great many prisoners on board, all of them Yankees, and by their own accounts Southern sympathizers, and had been frequently threatened, some of them, with a coat of tar and feathers for their Southern proclivities. I think that they hoped to secure better treatment at our hands by talking this way. But it was a useless violation of truth and conscience, for we treated all alike, and they could not have possibly been treated any better. But I am sorry to see from the Yankee papers that we get now, giving accounts of the 'atrocious deeds of the Pirate Tallahassee', that these same people whom we treated so kindly, wilfully misrepresented us

when they got home, telling in many instances sad tales of the outrages they had undergone. These Yankee people have very fertile imaginations, or they very poorly appreciate the many kindnesses chivalrickly tendered them by a deeply outraged enemy from whom they had no right to expect any but the roughest treatment. Among the last batch of Passenger prisoners—for we treated them more like passengers than prisoners—was a rather beautiful dark-eyed Yankee girl of more modesty and refinement of manner than any we had yet seen. Her father was captain of one of the vessels we had captured. One of the officers gave up his own room to her while she was on board, and she was treated with every kindness during her short stay with us. Later, overhauled schooner "Sea Flower". Bonded her on condition she would take our prisoners into port. All these vessels were captured while running along the coast of Maine, and the last three or four near the islands of Martenicus and Monhegan in Penobscot Bay. We ran quite close to the island of Martenicus and saw the villages on shore and the people watching our movements. Towards night Mr. Tynans, our chief engineer, reported the coal as nearly out. Commander Wood concluded to go into Halifax for a new supply, and at dark we were dashing off nearly fourteen knots an hour towards Cape Sable.

Wednesday, 17th.

At 6 o'clock A. M. were on Brown's bank about forty miles from the Cape. It was a dull, misty day, the sea calm and the air quite cool, and although it was the middle of August we found an overcoat comfortable. We saw several fishermen in the distance but we did not turn from our course to pick them up. But one unlucky fisherman, coming directly in our way, was captured and destroyed—the schooner North America, of New London, Connecticut, David Mainwaring, master. We got some fresh fish and a few provisions from the vessel. At 9 o'clock A. M. captured brig "Neva" of East Machias, Maine, from Lyngan bay, C. B. to New York, with a cargo of Coal. Bonded her for seventeen thousand and five hundred dollars in gold and put our prisoners on board. 2 o'clock P. M. made the Nova Scotia coast above Cape Sable, and during the day, steamed along it near mouth to distinguish the houses, villages, and forts on the shore. A large steamer standing to the Southward passed us in the evening;

but night being too near and we not having coal enough could not give chase. Captured and destroyed schooner "Josiah Achome" of Rockland, Maine, bound to Cape Breton for coal. Two small schooners in sight when we captured the "Achome", taking alarm when the flames blazed up in sight, tried to escape us by running in for the coast, and they did succeed in getting in neutral waters before we could come up with them. But the crews supposing as they afterwards said that we would murder them if we caught them, deserted their vessels and took to their boats and commenced pulling for the land for dear life. We ran around them and made them go back to their vessels and then ordered them to heave-to and the captains to come on board. Commander Wood gave them a good lecture when they came over the side about deserting their vessels, and asked them what they did it for. They replied that they did it because they were so afraid of us that they did not know hardly what they were doing. They were sent back on board of their vessels, and allowed to go on their course without being disturbed. At dark we were still running along the coast, and about 60 miles from the entrance of Halifax harbor. We go under slow steam so as to make it at daybreak.

Thursday, 18th.

Entered the Harbor of Halifax, Nova Scotia at Daylight. Raining slowly and quite cold. Found several English 'men-of-war' at anchor in the harbor among them the Frigate "Galatea", the sloop "Buzzard", Rear Admiral Sir James Hope's Flag Ship "Duncan", and other vessels.

As soon as we had come to anchor off the town, the health officer came off to inspect us. He was a Southern Sympathizer and only went through the form of inspection. We saw him several times afterwards, during our stay. He invited the Paymaster, Surgeon, and myself to his house and feasted us on champagne and fine segars. It soon became known through the town, that the Tallahassee was in the port, and soon all of the wharves and docks, from which could be obtained a view of the vessel, were crowded with people, looking at our little vessel, though it was raining, and several of our Naval Officers who were in Halifax returning to the Confederacy from Europe, came off to see us. Captain Wood went to see Admiral Hope and the Governor and obtained

permission to remain in port long enough to coal and repair. The Ship's officers, and Crew were paid off in Gold, Ward Room officers, 100, Steerage officers, 50, and all others 10 dollars in gold. Went on shore and bought me a valise full of clothing &c. The citizens of Halifax treated us very kindly. We had champagne, segars, and fine dinners in profusion. I was particularly struck with the fine appearance of the English soldiers and sailors that I saw in the town. Portions of the 16th and 17th regiments were stationed here. I saw many fine looking men also, but I saw very few pretty women. Returned on board ship in the evening and found that during my absence armed boats had come alongside from the English Squadron and ordered us to take on only so much coal as would take us to the nearest Confederate Port, and to leave the harbor as soon as that was done. An officer was left on board to see that the order was obeyed. It seems to account for this sudden change in their conduct towards us, that, as soon as it had become known to the American Consul that we were in the port, he had telegraphed to Mr. Seward at Washington, and on Mr. Seward's representation, Lord Lyons, the English Minister at Washington, had telegraphed to the Governor not to allow us to repair but to order us from the harbor; but the Governor and Admiral afterwards gave us permission to take in coal enough to carry us to the nearest Confederate Port. We were taking in coal from a Prussian Ship when we first received the order to leave. We had to wait for a while: but permission having been granted us we go on with our work but very slowly. Our ship has been crowded with visitors all day, all anxious to see the "Tallahassee", but going away very much disappointed I am afraid at finding such a small little vessel and such an ordinary looking set of officers and men. The English Naval Officers seem to be very friendly disposed towards us.

Friday, August 19th, 1864.

Yesterday while we were coaling ship and everything and everybody were black with coal dust, Dr. DeWolf, Surgeon of the Queen's Hospital at Halifax, came on board, with his little daughter, the prettiest little English girl I ever saw, about 15 years of age. She was quite intelligent and interesting, but exceedingly modest in her manners. It fell to my lot, being the youngest officer on board ship, to entertain her,

while the other officers entertained her father. I found her to be an ardent little rebel in her sympathies. She had the most exalted ideas of the greatness and goodness of President Davis, Generals Lee and Beauregarde. It did my heart good to hear her speak in such warm praise of our beloved leaders, and I internally blessed her for it. She seemed to take a great fancy to Gen. Beauregarde on account of his great deeds and his beautiful name, and said she would like so much to see a picture of him, that she knew he must be very handsome. Glad of an opportunity to show my appreciation of her disinterested friendship for our poor suffering and badly abused people, I took out of my pocket the little miniature likeness of Gen. Beauregarde, which I have mentioned before, and begged her to accept it as a little memento of the Tallahassee and the Southern Confederacy, and not to take us as specimens of our noble soldiers and sailors, but to turn to this little miniature as a noble specimen of a true Confederate Soldier. She accepted it with pleasure, and her eyes fairly danced with delight as she took it. She said he was the handsomest man she ever saw. The picture was taken in 1861 and he was indeed handsome and noble looking then. It was with extreme reluctance that we saw our sympathizing little friend and her father leave our ship. He was a noble looking old gentleman, after the Old Virginia type. We took on coal until after dark, when all the shore boats and people on board were sent off, and I was sent on shore with other officers a guard to gather up and bring off our missing liberty men, 60 or 70 of whom had not yet come off—being drunk and scattered all over town as is the custom with sailors. With the aid of the Town police and their officers, we succeeded in gathering together and carrying to our boats all but 27 of our men. Some of them were so drunk that they had to be carried on the shoulders of the guard to our boats. The police were very polite and kind to us, and very good-naturedly took some hard knocks from our drunken sailors and marines without using their clubs.

September 29th.

Stirring events today in our immediate neighborhood. Enemy opened a terrible fire along our lines at Petersburg & Bermuda Hundred as they intended to attack last night, but they did not advance. Today they advanced in overwhelming

numbers against our forces in Deep Bottom and our works on the North Side of the James. Our forces opposed to them were principally Reserves who ran early in the action. The enemy easily captured Fort Harrison, which is one mile from Chaffin's Bluff its garrison of Reserves having ingloriously fled. The enemy advanced almost into Richmond before they were checked. But reinforcements were hurried over by Gen. Lee and along towards night things grew quiet. We can learn nothing definite. Some suppose it is only a feint, and others say that all of Grant's Army is on the North Side, and that Lee is in motion. Dearing's Brigade Cavalry is said to have fought splendidly today. Prisoners report Gen. Ord. Killed (which turned out to be false). Our gunboats one mile below Chaffin's Bluff having been firing heavily on the enemy all day, we supposed they were firing on Fort Harrison after the enemy took it. The enemy did not return their fire. Wrote to Uncle Tom today.

September 30th.

Everything was comparatively quiet about 12 o'clock and there was very little artillery firing, the position seemed to be unchanged, neither party having advanced. But at about 3 o'clock the musketry became quite heavy & continued more or less all the evening, and the artillery fire became very lively. But the enemy still did not reply to our heavy batteries and gunboats. Our troops made a gallant but ineffectual assault from Fort Harrison which was taken by the enemy yesterday. We cannot learn anything definite. We have not been forced back on the North Side today, but steadily held our ground. A little before sunset a terrible artillery fire was heard at Petersburg and was very heavy until after dark when it ceased entirely. The ball has opened beyond a doubt and Grant is making his final effort to take Richmond. Wrote to my friend Charlie Baskerville 6th Miss. Cavalry Forest's command. Cloudy and gloomy all day. Rained in the evening.

Saturday, Oct. 1st.

Cloudy and rainy all day. Sharp fighting on the North Side all day. Our forces attempted to storm Fort Harrison yesterday evening and though partially successful did not succeed in taking the Fort. Every man in Richmond able to bear arms is in the trenches. Our army is in fine spirits. The

enemy attacked Gen. Picket's line at Bermuda Hundred yesterday evening but were repulsed. We can learn nothing definite from the firing at Petersburg. No change in the position of our army today. The Richmond Examiner published a speech today purporting to have been delivered by President Davis at Macon, Geo. and reflecting severely on Gen. J. E. Johnston. The speech is very undignified and very unlike Mr. Davis. I sincerely trust it was not delivered by him.

Sunday, Oct. 2nd.

Everything was comparatively quiet today. There was very little firing. There are a great many rumors afloat about the capture of prisoners at Petersburg. Cloudy all day. Cleared off a little in the evening.

Monday, Oct. 3rd.

A very cloudy and disagreeable day. No firing on the North Side today. Some artillery firing down the River, probably the Gunboats. Gen. Lee is reported to have said that all was well. My wounded jaw is improving very slowly. It is still open and running. Borrowed a sword from Capt. Simons today.

(To be continued)

CHARLES TEED POLLARD INDUSTRIALIST

By Mildred Beale

(In the Winter issue, 1930, of the *Alabama Historical Quarterly,* the first pages of this biography of Colonel Charles T. Pollard were presented. The remainder of the biography will be presented in this and future issues. Miss Beale was describing the first trip over the first twelve miles of the railroad line from Montgomery to West Point, Georgia. Colonel Charles T. Pollard as president of the railroad had issued invitations to friends to accompany him in the opening run which was made on June 3, 1840.)

The guests assembled at the depot[1] on Saturday, the sixth of June, to ride on the first train to run from Montgomery and the first steam engine to run in the State[2]. The Tuscumbia and Decatur Railroad used horse power.[3] The trip was most enjoyable, and on the return the party stopped about seven miles from Montgomery and were entertained with a barbecue given by the Railroad Company. After dinner, Judge Martin was appointed president and William Sayre was appointed vice-president of the day. Toasts were drunk and when the train reached the depot, James E. Belser, on behalf of the guests, made a short address thanking President Pollard and the directors for their hospitality.[4] On June the eighth these twelve miles of road were opened to the public.[5] After six years of the most severe trials and hardships, and at times the keenest opposition from those who should have assisted, the little company, led by President Pollard, had achieved success.

The *Alabama Journal* carried an advertisement to the effect that the road would soon be opened to Franklin (thirty-three and one-half miles) and that a daily train for both

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[1]The Depot was about one-fourth of a mile from where the Union Station is now.

[2]*Alabama Journal,* June 10, 1840; Screws, W. W. Jr., "The Story of Montgomery Railroads", *Montgomery Advertiser,* December 16, 1906.

[3]This was the first railroad chartered in the State.

[4]*Alabama Journal,* June 10, 1840.

[5]Blue, M. P., *City Directory and History of Montgomery, Alabama,* page 63.

passengers and freight would leave Montgomery at eight A.M. and return at two P.M. Passage to Franklin was $2.00 and intermediate points six cents per mile. A cotton bale of not more than five hundred pounds was hauled for eighty-two cents from Franklin to Montgomery. Merchandise was hauled between the two points for seventeen cents per hundredweight and to intermediate points at the same rate in proportion to distance.[6] The charter specified that six cents per mile was the maximum passenger rate that could be charged, and fifty cents per hundredweight per hundred miles was the maximum that could be charged for freight.[7] The advertisement further stated that cotton would be carried free of charge over the Marshall's and Ware's ferries on the Tallapoosa and over the Franklin bridge due to the fact that the railroad controlled them.

This road was run in the most primitive way. The engine and cars operated upon wooden stringers, having a surface of flat or band iron.[8] The company owned one steam engine, but it ran only on rare occasions and consequently horse power was resorted to.[9] There was little difference in the speed, the average being about ten miles per hour. In June, 1840, the road was completed to Franklin.[10] It could not be profitably operated. The gross receipts were a little less than the cost of operation. The road being unprofitable, the owners decided, in 1841, to lease the property to Abner MeGehee.[11] MeGehee was one of the largest stockholders and a director of the company. He operated the road until July 5, 1842, but did not succeed with it. The road having failed to be a financial success, it was now sold under mortgage foreclosure. At the public auction, the property was bought by S. Gilmer, William Taylor, James S. Scott, Judge B. S. Bibb, Abner McGehee, Thomas M. Coles, Colonel Lewis

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[6]November 4, 1840.

[7]*Acts of Alabama* 1830-1833, Number 84.

[8]Facts furnished by Frank G. Browder from the *Records of the Western Railroad of Alabama.*

[9]Clarke, T. H., *Memorial Record of Alabama,* page 321.

[10]Facts furnished by Frank G. Browder from the *Records of the Western Railroad of Alabama.*

[11]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

Owens, Charles Teed Pollard and Charles Shannon. The sale was approved by the Legislature and the company began to reorganize.[12] The name was changed to the Montgomery and West Point Railroad Company, and the old charter was transferred to the new company February 13, 1843.[13] The new board of directors was practically the same as the one of the former company, and the same man was chosen president, Charles Teed Pollard.

The Legislature provided that six months would be allowed the stockholders and creditors of the old Montgomery Railroad Company to pay their proportion of the amount expended for the road. If this were done, they would be placed on the same footing as those who had purchased the road and incorporated it under the new name. When the six months had elapsed, many of the stockholders and creditors had failed to pay their proportion. The new directorate under Pollard's leadership, and upon his suggestion, extended the time to one year in which the delinquents might make payment of their proportion and renew their interests in the company. Pollard's unqualified integrity is exhibited by his allowing an additional year to the stockholders and creditors of the Montgomery Railroad Company to prove their rights and retain their interest, which legally they had lost. Pollard explained that there was a moral obligation which required this, regardless of the legal obligation.[14]

The reorganized company encountered financial difficulties and could not secure the capital necessary to complete the road beyond Franklin, Alabama. The State was called upon to aid them, and in the winter of 1844, the Legislature passed an act which allowed the Governor to lend the railroad one-half of the "two per cent fund" upon favorable terms, provided that the return of the money at the expiration of ten years be satisfactorily secured, and, further, that

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[12]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[13]Moore, A. B., *History of Alabama and Her People,* page 372.

[14]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

the road be extended and operated to Auburn, Alabama, for public use by January 1, 1849.[15]

After the passage of this act another difficulty was encountered. No security which the company offered was satisfactory to the Governor. Finally, in desperation, to secure the desired loan from the State, the owners of the property, that is, Abner McGehee, William Taylor, Colonel Thomas M. Cole, Charles Teed Pollard and Alfred V. Scott, mortgaged their personal property and managed to obtain personal security acceptable to the Governor. Consequently, on March 1, 1845, the Governor directed the State Treasurer to pay the railroad company $116,782.64. This enabled the company to continue construction on the road.[16]

The cost of railroad building, of upkeep, and of operation in those pioneer days of railroad enterprises was stupendous. The most rigid economy was, of necessity, practiced by the directors of the Montgomery and West Point Railroad Company. They sent to Virginia and purchased eighty-four Negroes for $42,176.20 to be used as laborers in the construction of the road beyond Franklin, to Auburn and West Point. Some idea of the expense can be gathered from the fact that Richmond, Virginia, was the nearest place where railroad spikes were manufactured. When it was found that the band iron upon which the wheels were run wore out too rapidly, and that "T" rails had to be substituted, it was necessary to purchase them in Philadelphia. They were brought from there by ship to Savannah, Georgia. One cargo of these rails was lost in a storm off Cape Hatteras, and this delayed completion of the road.[17] Pollard purchased many acres of land adjoining the terminals in Montgomery. This is an example of his farsighted policy, for these lands have been of great value to the company in recent years.

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[15]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[16]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[17]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

After many years of vicissitudes, President Pollard brought his road to completion on May 1, 1851.[18] Fifteen years had been required for the actual construction. Pollard gave not only his brain, time and money to the undertaking, but also mortgaged his personal property to tide the road over tight places. The *Advertiser* and *State Gazette* congratulated the company and the city of Montgomery on the completion of the road to West Point and called it the "first road of any importance ever constructed in the State."[19]

Colonel Pollard was admirably assisted in bringing the road to completion by his chief engineer and superintendent, Samuel G. Jones, the father of the late Governor Thomas G. Jones.[20] They not only completed the road but also built up its business so as to enable it to pay dividends and to put aside reserve funds for betterment and improvement.[21]

The first link in the Pollard system was completed. This road connected with a Georgia line at West Point, and thus Montgomery was put in direct communication with the Atlantic Seaboard and the East. The Montgomery and West Point Railroad was a link in the chain from the Gulf of Mexico to the Atlantic Ocean.

Under Colonel Pollard's guidance the earnings of the Montgomery and West Point Railroad Company were enormous during the fateful years of 1860-1865. A dividend of ten per cent. was declared payable on February 15, 1863, and another twenty per cent. payable on March 1, 1864. However, most of the profits of 1862-1863-1864 were represented by Confederate bonds and money. The road was not left untouched by the War. It suffered just as everything else in the South did. In 1865, General Wilson and his men marched through Selma, Montgomery, Opelika, West Point, and Columbus, Georgia. As they passed through these places, they completely demolished every destructable thing owned

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[18]Blue, M. P., *City Director and History of Montgomery, Alabama,* page 59.

[19]May 7, 1851.

[20]Screws, W. W. Jr., "The Story of Montgomery Railroads", *Montgomery Advertiser,* December 16, 1906.

[21]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

by the company. The records show that the destruction included depot buildings, workshops, bridges, cars, locomotives, and machinery. The treasury was left without one dollar of available means.[22]

Due to the ravages of war, the company in 1865 was in a most deplorable condition. It was one part in the picture of ruin and devastation which the South represented after the War Between the States. Mortgages had fallen due for more than one-half million dollars. Interest coupons on the bonds had reached maturity, amounting to hundreds of thousands of dollars. Practically none of this was claimed by the owners of the securities, because the payment would have been in Confederate money, and the owners preferred to take the promise to pay of the railroad, rather than to exchange it for something not so valuable.[23] In the face of such conditions, which would have brought dismay to the heart of the bravest, President Pollard and his competent assistants set themselves to the seemingly impossible task of rebuilding the road. The company floated new bonds and took up old ones that had matured during the War, raised money with which to purchase new equipment and with which to rebuild the bridges, depots, and so forth. They made a fairly successful effort under the most unfavorable conditions.

Pollard wished to extend the railroad from Montgomery to Selma where it would connect with the Alabama and Mississippi Rivers Railroad and the Alabama and Tennessee Rivers Railroad.[24] By connecting with the Alabama and Mississippi Rivers Railroad, a line of communication across the State and then to the Mississippi would be completed. By connecting with the Alabama and Tennessee Rivers Railroad, it would solve Alabama's leading transportation problems by connecting the Tennessee and Alabama River Valleys through the mineral belt.[25]

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[22]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[23]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[24]Moore, A. B., *History of Alabama and Her People,* page 373.

[25]Moore, A. B., *History of Alabama and Her People,* page 373.

On February 16, 1854, Pollard secured the first charter to build a road from Montgomery to Selma in order that his plans be carried out. The charter authorized the company to construct a line westward to Selma, which would connect with the Alabama and Mississippi Rivers Railroad and form the desired line of communication across the State. The charter empowered the directors to purchase the property of the Montgomery and West Point Railroad Company, and to consolidate with any lines necessary to complete the plan. The enterprisers had to grade thirty miles of the road within two years of the date of the charter or forfeit it. The promoters failed to comply and the charter was forfeited. Another unsuccessful attempt was made by Pollard in 1859 to carry the Montgomery and West Point Railroad to Selma.[26]

On February 23, 1860, Pollard was granted another charter by the Legislature empowering him and six others to form the Western Railroad Company of Alabama, with capital stock of $5,000,000. The charter gave the company the power to purchase the Montgomery and West Point Railroad and to connect with or consolidate with any other roads to make the continuous road across the State. Pollard managed to interest the Central of Georgia Railroad Company in the project, as a western outlet for its lines, and subsequently received from it material financial aid for the young company.[27] A survey was made of the road, but nothing was done toward construction. On September 28, 1860, the subscribers to the Western Railroad stock elected the board of directors, Charles Pollard, president, and Samuel C. Jones, chief engineer.[28]

In 1863, the time for the completion of the road from Montgomery to Selma was placed at two years after the ratification of peace. In 1866, Samuel C. Jones conducted another survey and began work. In 1870, the work was completed and the line opened for traffic from Montgomery to Selma. The line terminated on the east bank of the Alabama

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[26]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography* Vol. II, page 1397.

[27]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1397.

[28]Blue, M. P., *City Directory and History of Montgomery, Alabama,* page 75.

River. The bridge was not completed across the river until 1872.[29] Another part of the Pollard system was now a reality.

Pollard served as president of the Montgomery and West Point Road until September 1, 1870, at which time it was consolidated with the Western Railroad of Alabama.[30] In the meantime, he was elected president of the Western Railroad Company, which was incorporated February 23, 1860.[31] Thus at the time of consolidation, he was president of both companies. September 1, 1870, he assumed the role of president of the consolidated company. Pollard served as the president of the new company until April 1, 1874. At this time the road was placed in the hands of a receiver, the receiver being Charles Teed Pollard. He operated the consolidated company under the receivership until May 31, 1875, when his service as receiver terminated. He was head of the road which now operates as the Western Railway of Alabama from January 15, 1834, as president, until April 1, 1874, and as receiver from that date until May 31, 1875.[32]

The need for a connection between Montgomery and Pensacola, or preferably Mobile, was soon realized. The need for a quick and cheap transportation system between Montgomery and Gulf of Mexico was pressing. At this time the only road leading from Montgomery was the Montgomery and West Point which led to the northeast. South of Montgomery lay hundreds of thousands of acres of rich land which had not been penetrated. The farmers were forced to haul their cotton under the most difficult circumstances fifty or a hundred miles to the river ports.[33] During the dry seasons traffic on the Alabama River was so slow and the expense so great that instead of the farmers shipping their cotton to a port in Alabama they sent it by rail to Charleston and Savannah.[34]

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[29]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography*, Vol. II, page 1397.

[30]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[31]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[32]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[33]Moore, A. B., *History of Alabama and Her People*, page 372.

[34]Moore, A. B., *History of Alabama and Her People*, page 372.

On December 23, 1836, the City of Alabama and Montgomery Railroad Company was chartered to remedy the existing transportation needs. The plan was to construct a road from Montgomery to Pensacola. Due to the six years time limit, the charter lapsed, because the enterprise was not carried through. The project was revived in 1850 by the Alabama and Florida Company.[35] The company was chartered on February 11 to construct a road from Montgomery to Pensacola, or to Flomaton on the Alabama-Florida State line where it would make connection with a road being built north from Pensacola by the Alabama and Florida Company of Florida.[36] However, this company accomplished nothing at the outset. Pollard and Samuel G. Jones were enterprising and progressive enough to anticipate the possibilities of a road which would give Montgomery a connection with the Gulf. Consequently in 1851, when Pollard made his report to the directors of the Montgomery and West Point Company, he called their attention to the need of establishing a connection between the Gulf and the sections of the country served by their road.[37]

By 1853, he had interested them enough for them to render substantial aid to the languishing Alabama and Florida Company. The road had accomplished nothing up to this time, but under the guidance of Pollard great progress was made. Pollard and Jones appreciated the significance of the opportunity presented to them and availed themselves of it.

Samuel G. Jones was a noted civil engineer and was chief engineer and superintendent of the Montgomery and West Point Railroad Company.[38] He became chief engineer of the Alabama and Florida Company and was appointed to make a survey and estimate the cost of various routes from Montgomery to Pensacola. Soon after Pollard became interested,

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[35]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography*, Vol. II, page 1013.

[36]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

[37]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography*, Vol. II, page 1013.

[38]Screws, W. W. Jr., "The Story of Montgomery Railroads", *Montgomery Advertiser,* December 16, 1906.

he was made president of the road. The Montgomery and West Point Railroad Company became the foster parent of the Alabama and Florida Company, which later became a section of the Louisville and Nashville Railroad Company. The Montgomery and West Point Railroad Company furnished the brains for the project. It also subscribed liberally to the capital stock and in addition aided the young enterprise by endorsing its bonds. January 30, 1857, was the date when $300,000 worth of bonds at eight per cent. per annum were issued by the company and guaranteed by the Montgomery and West Point Railroad Company. They were validated on January 11, 1858.[39]

Pollard and Jones possessed unbounding energy, and they exercised it to the fullest extent in interesting the people in the new road. On June 27, 1853, the real estate owners of Montgomery took a vote upon a subscription by Montgomery of $500,000 to the capital stock of the Alabama and Florida Railroad Company. Everyone who owned one hundred dollars' worth of real estate was entitled to one vote. The vote for the subscription was 18,171 to 650 against it.[40] Pollard and Jones obtained authority from the Legislature on February 16, 1854, for the company to receive subscriptions to its capital stock from the city of Montgomery. The Legislature also granted permission to the company to invite or to make joint stock with the Alabama and Florida Company of Florida, to enable them to work together for the construction of the road from Montgomery to Pensacola. The charter was amended to enable the company to build a branch to Mobile from the southern terminus of the road at the southern boundary of Conecuh County.[41]

Further aid was obtained in 1861 when the Legislature authorized the Governor to make a loan of $30,000 to the company for three years, at eight per cent. interest, payable annually. Satisfactory personal security was required and the road must be completed between Montgomery and Pen-

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[39]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1013.

[40]Blue, M. P., *City Directory and History of Montgomery, Alabama,* page 64.

[41]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1013.

sacola by June 1, 1861.[42] Alabama had refused to aid the railroads time and time again, due chiefly to the conservative policy of Governor Winston, who refused to sign the acts authorizing aid to the railroads.[43] In time Alabama most probably would have been granting material aid to the railroads had it not been for the War.[44] The Alabama and Florida Railroad Company received aid from both State and local sources.

Construction on the road was begun in 1858, personally supervised by Engineer Jones, and by the outbreak of the War the road was completed to Pollard.[45] It was opened for traffic on May 1, 1861.[46] At Pollard the road was to take a westerly direction to Pensacola. By 1862 the road was completed to Pensacola.

Pollard was at the helm of this company during the War. This road was of the utmost importance to the Confederate Government. Troops were sent from all parts of the State to Mobile and Pensacola by this road. It was of especial importance to the navy yard at Pensacola, which received most of its supplies over this route.[47] Just before the completion of the Alabama and Florida Railroad, Chief Engineer Jones wrote to President Pollard advising him of the necessity for placing guards on the main bridges of the road. Jones feared that spies disguised as lumbermen might destroy part of the road.[48] Any mutilation to the road would have been a blow to the Confederate Government, as an uninterrupted line of communication with Pensacola was of the greatest importance. Therefore, Engineer Jones wrote asking

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[42]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1013.

[43]Moore, A. B., *History of Alabama and Her People,* page 328.

[44]Moore, A. B., *History of Alabama and Her People,* page 377.

[45]Screws, W. W. Jr., "The Story of Montgomery Railroads", *Montgomery Advertiser,* December 16, 1906.

[46]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1013.

[47]Screws, W. W. Jr., "The Story of Montgomery Railroads," *Montgomery Advertiser,* December 16, 1906.

[48]*War of Rebellion, Official Records,* Series 1, Vol. LII.

President Pollard if he would not have the Secretary of War place a guard of volunteers at each bridge.[49]

The road to Pensacola was supplemented by the Mobile and Great Northern Railroad which was built in the early sixties from Tensas to Pollard.[50] The company was chartered in 1856 and its purpose was to build a road from Mobile to Pollard where it would connect with the Alabama and Florida Railroad and thus make a complete line of communication from Montgomery to Mobile. It was also to connect with the Alabama and Tennessee Rivers Railroad at some point on that line.[51] Mobile capital was behind the road, and it was built from Tensas to Pollard. When it was completed in 1866, Montgomery possessed a railroad connection almost to Mobile, Tensas being only six miles from there. In those early days of railroading, they could not construct a road through the Tensas swamp to Mobile and complete the line of communication from Montgomery to Mobile, so the Mobile and Great Northern operated steamers at Tensas, which took the passengers from the train there into Mobile. Not until March 5, 1872, was the road completed to Alabama's seaport.[52] One train left Montgomery daily at seven o'clock in the evening and arrived at seven the next morning in Tensas. It took twelve hours to go one hundred and sixty miles.

On November 23, 1874, the Alabama and Florida Railroad Company and the Mobile and Great Northern were consolidated to form the Mobile and Montgomery Railroad.[53] Thus a through line of communication from Montgomery to Mobile was accomplished. Pollard served as president of the consolidated company.[54] He had completed a portion of his

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[49]*War of Rebellion, Official Records,* Series 1, Vol. LII.

[50]Smith, Milton H., *Statement Made Before the Alabama Railroad Commission,* April 5, 1905. (Mr. Smith was president of the L. & N. Railroad Company.)

[51]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography,* Vol. II, page 1014.

[52]Screws, W. W. Jr., "The Story of Montgomery Railroads", *Montgomery Advertiser,* December 16, 1906.

[53]Clarke, T. H., *Memorial Record of Alabama, Vol. I,* page 326.

[54]Facts furnished by Frank G. Browder from the *Records of the Western Railway of Alabama.*

proposed system; communication from the Gulf of Mexico to the Atlantic Ocean was established. The charter allowed the company to issue eight per cent. preferred stock not to exceed $2,250,000 and bonds as it became necessary to raise funds. On February 25, 1870, the Governor endorsed on the part of the State $2,500,000 of the first mortgage bonds issued by the Montgomery and Mobile Railroad Company. The State stipulated that they should not run for more than thirty years nor bear interest exceeding eight per cent. per annum. This was payable semi-annually. The State, desiring to have the first and only lien on the property, road, and equipment, provided that the bonds should be issued in two installments, and the proceeds of the first $1,500,000 was to be used in paying off the property liens that existed. When this was done, the Legislature authorized the Governor to endorse a second installment of $1,000,000 provided that he had evidence that a contract had been made to complete the road from Tensas to Mobile. There was provision for a sinking fund to retire the bonds. The railroad company was required to pay a trustee appointed by the Governor to manage all transactions in connection with the bonds.[55]

The road was leased on January 1, 1881, to the Louisville and Nashville for twenty years, and on December 17, 1900, it was deeded to this company.[56] Therefore, the road from Montgomery to Mobile and the branch to Pensacola, which was constructed largely by the brains, means, and efforts of Charles Teed Pollard, became a section in the most important trunk line in the South.

It is evident that a man who could contribute so greatly to the transportation system of his State in those pioneer days of railroading possessed unusual ability and knowledge. He was a most unselfish, sanguine and hard-working promoter and builder. Skill and enterprise beyond measure were necessary to carry out such projects as Pollard undertook. Pollard was able to weather the storms of financial distress

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[55]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography*, Vol. II, page 1015.

[56]Owen, T. M., *History of Alabama and Dictionary of Alabama Biography*, Vol. II, page 1015.

that swept the country and by his integrity to secure means from Europe, as well as from America, to keep his enterprise from going on the rocks.[57] He contributed great amounts of his own means to finance his enterprises, mortgaging his personal property to secure loans.

The story of Charles Teed Pollard's connection with railroads is the story of a man who contributed more of his means, time, energy and ability to developing the transportation system of Alabama than did any other one person. It is truly an epic in the history of railroad building.

(To be continued)

[57]Garrett, *Reminiscences of Public Men in Alabama,* page 382.

EARLY HISTORY OF MADISON COUNTY

By Thomas Jones Taylor

(This installment of an article printed serially in the *Alabama Historical Quarterly,* 1930, concludes the early history. The later articles treat of more recent history and will appear from time to time in the *Quarterly* until completed. These sketches were printed originally in the Huntsville *Independent,* of 1883 and 1884. The articles were copied by the late Thomas M. Owen from the scrap book loaned to the Department of Archives and History by Judge Taylor's grandson, Thomas W. Taylor, at the time residing in Decatur, Alabama. Judge Taylor was born in 1829, at Talladega, and died at Huntsville in 1894. He was a Confederate soldier, teacher, surveyor, held a number of minor offices in Madison County until finally elected Probate Judge, a position he was holding at the time of his death.)

CHAPTER XV

Conclusion of Early History

I have given a brief outline of the early history of Madison county to the year 1820. I thought it best in the article on Huntsville's corporation to trace it through its changes and progress down to the present time. The superior court and inferior court, as peculiar to the old county, I have also brought down to their abolition by the State constitution and legislative enactment. Among the subjects of paramount interest to our people, I have written nothing of education, and it would be unjust to our ancestors to leave an impression that they did nothing to foster education. I am constrained to say a few words on that subject. I am gratified that we have facts to show that the early settlers of the county were actively interested in the promotion of learning. Many of them were men of culture, and as early as the year 1812 the old Green Academy was incorporated by the Territorial legislature[1], with William Edmonson, John Brahan, Wm. Leslie, James McCartney, Peter Perkins, Charles Burnes, Wm. Derrick, James Neely, John Grayson, Henry Cox, Bennett Woods, Samuel Allen, Andrew K. Davis, William Evans and Nathan Powers as trustees. Many of these names are familiar to

[1]Mississippi.

the old citizens of the county. Bennett Woods and Andrew K. Davis, were well known ministers of the gospel. Wm. Edmondson afterwards settled in Limestone County and was a prominent citizen of that county; nearly all the others are represented by direct descendents or relatives in the counties of the Tennessee Valley. Many citizens of the county offered to donate or sell sites for the new academy, but the trustees chose the "Green Academy lot", on which the public school building now stands, which was then on the land of Gen. John Brahan and which was deeded by him to the trustees. With the exception of the academy at St. Stephens, incorporated one year earlier, this was the oldest institution of learning in the State. I have never seen a catalogue of the students of Green Academy from the year 1812 to 1820, but it is a well known fact that nearly all of the prominent men educated during that period were students of Green Academy, and that it was the leading institution in the State until the establishment of the State University in 1821. The act of incorporation authorized the academy to raise four thousand dollars by lottery (a favorite scheme of that period of raising money), but there is no evidence to show that the trustees resorted to this method of building up their academy. In the year 1816 the Territorial legislature donated five hundred dollars for the academy, and in the year 1818 Lemuel Mead, Henry Chambers, Henry Minor, John M. Taylor, C. C. Clay and John Williams Walker were appointed to fill vacancies occasioned by death, removal or resignation. Nor was the interest in education confined to Huntsville alone. In every part of the county there was an effort to keep up the common schools, and those who can remember the generation raised in the county in its early period will also recollect that very few of them were unable to read and write. The rising generation of that time could see the necessity of education and fully availed themselves of the opportunity of acquiring a knowledge of reading, writing and arithmetic, which, outside of the academy, comprised the English course of the period.

Many of the ancestors of the citizens in the southwestern portion of the county purchased their homesteads in the year 1818. Among these were the James Collier, Joshua Dillard, John and W. G. Rowe, Harris and Caleb Toney,

James Wiggins, Charles Betts, Stith B. Spragins, Reuben Crutcher, M. Farley, William East, Wilsey Pride, and Rowland Gooch. Many of the early settlers prior to the year 1819 had died and many had passed the period of life for active participation in public affairs. But those who came here young men had built up their fortunes as the new country progressed, and when the State was admitted into the Union were fairly entered on a prosperous and successful career. Among the merchants, William Patton, Stephen Ewing, John Reed and Francis T. Mastin were among the last survivors. Of this number, if I mistake not, Francis Mastin was the last, dying about the year 1865 at the age of 85 years. Among the mechanics were Thomas and William Brandon, "the builders of the city," who came here with no property except their working tools, but who rapidly accumulated property by working in brick mortar and were highly respected by all classes of our community. Martin Miller's tanyard and Jere Murphy's blacksmith shops were known to every citizen of the county. Leroy Pope, John Withers, Samuel Allen Cabiness, Uriah Bass, John Brahan and many others brought capital with them to the Territory, which they increased by judicial investments. Of this number Charles Cabiness and Uriah Bass, two of the most enterprising and public spirited of the number, died before the maturity of their plans, the development of which would have given them a leading position among the enterprising men of that era of enterprise. Among the farmers and planters of the old county, William Dickson removed to Lawrence; the Winstons went to South Alabama and were a wealthy and influential family; John Anthony Winston, a distinguished politician and Governor of the State, was a descendant of this family, several members of which were among the earliest settlers in our county. The Lawlers were among the first settlers in the county, and Jack Lawler left the county at an early day and went to Shelby county, where he was successively justice of the peace, member of the legislature, trustee of the State University, and at his death was a member of Congress, and if I mistake not, was the ancestor of the well known Lawler family of South Alabama. There were so many prominent and successful planters who came to the county at an early date that it is impossible to mention even a small

portion of them, but I have alluded to many of them in giving names of the original purchasers of the land sales in 1809 and 1818. Among the physicians and surgeons of the time, Dr. Thomas Fearn was by far the most celebrated—holding a high rank among the scientists of the South. In his youth he had considerable practical experience in the war of 1812, and spent the years 1818 and 1819 in the hospitals and medical schools of Europe. On his return he took a high position among the physicians and surgeons of the day and was a valuable contributor to many of our medical journals. His article, published in the medical journals, on the use of quinine in typhoid fever, attracted the attention of medical men and was the beginning of a revolution in the treatment of that dread disease. Among the oldest ministers of the gospel mentioned in the county are David Thompson, Thomas Moore, Woodson Loyd, Robert Hancock and William Lanier of the Methodist Episcopal Church, all licensed before the year 1814; Bennett Woods, John Nicholson, John McCutcheon, John Canterberry and William Bird of the Baptist Church, and Andrew K. Davis and James W. Allen of the Presbyterian Church. The roll of attorneys who were admitted to the practice in the superior court at Huntsvill from the year 1810 to 1820 is an exceptionally brilliant one, and would of itself furnish material for an interesting volume. Among the attorneys admitted to the bar at the first superior court held in Huntsville, in November, 1810, were George Colter, John W. Walker, Marmaduke Williams, Gabrial Moore and John M. Taylor; of whom John W. Walker was Circuit Judge and U. S. Senator. Gabrial Moore was Governor and U. S. Senator, Marmaduke Williams was a member of the Legislature and Judge of County Court in Tuskaloosa county, George Colter was Circuit Judge of the Florence judicial circuit, John M. Taylor was Circuit Judge and Justice of the Supreme Court. After the year 1810 were, C. C. Clay, Circuit Judge, Member of Congress, Governor, Justice of the Supreme Court and U. S. Senator, Henry Minor, Circuit Judge and Supreme Court Reporter; John McKinley, member of Congress, U. S. Senator and Judge of U. S. Circuit Court, Samuel Chapman, Judge of Madison County Court for fourteen years and Circuit Judge of Tuskaloosa Circuit for twelve years; William Kelly, Member of Congress

and U. S. Senator; Henry Chambers, member of the Legislature and U. S. Senator; Hugh McVay, President of the Alabama Senate and Governor; Wm. I. Adair, speaker of Alabama Lower House and Circuit Judge; James G. Birney, member of the first Alabama Legislature, first proselyte from the South to the old abolition party and its first candidate for President of the United States; and last, but not the least, Arthur F. Hopkins, admitted to the bar in 1817, and Jas. W. McClung in 1818 or 1819. Arthur F. Hopkins was the trusted leader in the old Whig party of the State, was circuit judge and Justice of the Supreme Court. James W. McClung was several times a member of the Alabama Legislature and twice Speaker of the Lower House. A graceful and eloquent speaker and ready debater, he wielded considerable influence in our legislative councils, and in native talent and legal acumen he had no superior, if an equal, at the Huntsville Bar.

Of the early settlers of the county, not members of the bar, who served in the legislature, Thomas Miller, Frederick Weeden, Isaac Lanier, John Vining, John M. Leake, Dr. David Moore, James Penn, James W. Camp and Samuel Walker. Thomas Miller lived near New Market and was twice Speaker of the lower House. Samuel Walker, with a limited education, is said to have been the most accomplished public speaker of his time, and was, whenever he chose to be a candidate, a member of the Legislature, from the Convention of 1819 until he resigned the Speakership on account of ill health, in the year 1840. He lived north of Madison X. Roads in the barrens of north Madison. Among the noted men of this time was Hunter Peel, who came here about the year 1816. He was an Englishman by birth and had been an engineer in the English Army, and he surveyed part of the public domain sold in 1818, and was an accomplished surveyor and engineer. He was also an excellent draughtsman. In the year 1819 he drew a map of the old county that was a model of neatness and accuracy, which unfortunately was lost during the war. He also drew a map of

the old Huntsville corporation, and planned and assisted in the construction of the Huntsville water-works. He was county surveyor from the year 1820 to 1830, which later date was a few months before his death.

With this brief sketch of some of our old citizens, I close my history of old Madison.

POEMS

(It will be the policy of the *Alabama Historical Quarterly* to present a group of poems by Alabamians in each issue of the magazine. Two poems are presented in this issue. "Village Transcendentalist" is by Mary B. Ward, of Birmingham, This poem won first prize in a contest of American poets offered in the Century of Progress lyric contest. It was published in the *Golden Book* and is reproduced here with permission of the publication. The poem "This House of Paradoxes" by Bert Henderson, of Montgomery, is reproduced by the courtesy of *Southern Literary Messenger*, which is featuring Mr. Henderson's poetry in its current issues. It won the Society Award (1940) in the annual contest sponsored by the Poetry Society of Alabama.)

Village Transcendentalist

By Mary B. Ward

A thousand crosses stretch in line
Back through the years;
And there appears
This interlude
Of life from patterned solitude.

As many nations made this seed,
So many nations war and bleed
Within this slender frame of her,
Where winged thoughts beat a barrier;
And it is treason
Here to reason.

She sits upon her front door stoop
To watch the sky
Each afternoon while from the street
Dust clouds float by;
But she has eyes for only this—
The artifice
Of sunsets that intensify
A throbbing ache within her breast:
She cannot rest.

She cannot wet her lips with limpid phrase,
Or cool the beauty-thirst of knowing eyes;
Yet, from her heart flows rivulets of praise,
And torpid ecstasy stirs in surprise.

This House of Paradoxes

By Bert Henderson

This house of sinewed bone that stands against
The ultimate corrosion of the years,
Is proved a paradox, and recompensed
By latent stratagems of joy and tears.

It has been victor in the swift assault,
Yet known defeat upon a careless phrase;
Erected temples without stain or fault,
Before a pagan altar knelt in praise.

It has renounced the board that life prepared,
Yet turned to banquet on a sodden crust;
Has traveled roads where only gods have fared,
And traced a futile pattern in the dust.

This inconsistent citadel has been
The dwelling place of vast illusive hosts;
Here sage has been the mate of harlequin,
Here saint and heretic have pledged a toast.

This sentient house has witnessed love disproved,
Yet kept her walls impervious to hate,
Then by some esoteric power moved
To harbor both in subterfuge of fate.

Some day the shutter will be mutely drawn,
The waning candle lose the fragile flame;
Then this chaotic vessel will have gone
To seek the paradox from which it came.

BILLBOARD

Public Library Service

The Alabama Legislature in 1939 passed a Public Library Service law providing an appropriation of $10,000 a year, an Executive Board to administer the law and a Director to execute its provisions. The Public Library Service operates in connection with county and area units locally financed and with WPA personnel and book contributions. The Public Library Service is a division of the Alabama Department of Archives and History and has its offices in the World War Memorial Building, Montgomery, Alabama. Miss Lois Rainer is Director of the service. Any county or group of counties wishing the installation of the service should write to Miss Rainer.

New Court Building

The Scottish Rite Temple which was purchased by the State has been remodeled and after July 1st will be occupied by the State Supreme Court, the State Court of Appeals and the Attorney General's Department. Architectural changes have been made on the interior to make the building available for its new uses. Changes have also been made in the entrance, making it more significant of its new purposes.

New Curved Bridge

The State Highway Department is now erecting on State highway No. 14 at Tallassee the only highway bridge of its kind in the world. The structure is being built on a 2½ degree curve with a 5 per cent grade, to fit the only available right-of-way across the Tallapoosa river at that point. Published photographs of the complete sub-structure showing the reinforced concrete piers extending across the river in a graceful curve instead of a perfectly straight alignment, have been observed with amazement, and the unique design has created widespread comment and interest throughout Alabama.

GENEALOGICAL DEPARTMENT

Queries

(Space will be given in this Department of the *Quarterly* for genealogical queries. Any one having information desired please communicate with the inquirer.)

Council or Councill family. Information on descendants of Hodges Councill of Isle of Wight, Va. Judson Councill, Clifton Station, Va.

Courington family. Information desired. Miss Murill Courington, Rt. 8, Parrish, Alabama.

Thomas Goodwin, who died in Talladega, Alabama, in 1843. Any information gratfully received. Mrs. J. B. Sanford, Talladega.

Major James Mahan and family who removed to Alabama about 1820. He died June 1820 and is buried in Bibb County. His sons were James, Edward, Archimides, and Jonathan. Mrs. Robert M. Brunet, 803 W. 12, Pine Bluff, Ark.

Rev. Jeremiah Gadi Gurley, born in 1827, in N. C. and his wife, Mary Anne Stokes, born in S. C. He served as a chaplain in Confederate Army either in N. C. or Alabama and after the War became a presiding elder in the Methodist Church at one time serving the Jasper District. His wife claimed to be a direct descendant of Pocahontas. Any information gratefully received. John M. Bradley, 4211 Overlook Road, Birmingham.

James M. Waits, Wade Waits and Redmond Waits. James was born in 1842 and removed to Corinth, Miss., from Blountsville, Alabama. Mrs. Albert Ewing, 111 Highland Summer Club, White Bluff, Tenn.

Alfred Johnson and wife, Dolly Fancher. Left Alabama around 1831. Dolly Fanchers had two brothers, Sam and Elsa. Alfred Johnson had a brother Snell, supposed to have been sheriff of Bibb and Tuscaloosa Counties for a number of years. Miss Lena Parish, Rosedale, Miss.

Isaac Frederick Crum, of Orangeburg County, S. C., removed to Greenville, Alabama, about 1800. Sons Isaac and Louis Crum, brother Harmon Crum, daughter Peggy who married a Stein, another daughter who married a Mattchett. Address George B. Hartness, West Columbia, S. C.

Jesse M. Summers and wife, Maria H., last name unknown. She was born in Huntsville, Alabama, Dec. 5, 1815 and died in Sulphur Springs, Tex., October 9, 1890. Understand they lived at Fail, Alabama. Address Mrs. Nina M. York, 1612 5th Ave., Scottsbluff, Neb.

BOOK REVIEWS

Freedom of Thought in the Old South. By Clement Eaton. (Duke University Press, 1940, pp. 343. $3.00.)

Dr. Eaton maintains that "the Jeffersonian phase of Southern history affords a valuable yardstick to measure the later recession of tolerance below the Potomac." To the extent that the South deviated from the lofty ideals of the Jeffersonian group of liberals, her course was charted in the direction of reefs. It must be noted, however, that these "liberal ideas were largely those of a small group of cultivated and aristocratic leaders who were under the spell of eighteenth century Reason." It should also be taken into consideration that those who lived during this age of liberalism were unaccustomed to the abuse and insults which the abolitionists heaped upon the succeeding generation and that liberal principles began "to lose popular favor even before the death of Jefferson."

The economic fabric of the South was dyed black. Four billion dollars were invested in slaves. By all reasonable estimates a class of Southerners can claim to have been rich. "The large slaveholders were really cotton capitalists." The opinion of the civilized world ran counter to slavery and in opposition to the South. Southern thought therefore became more conservative and defiant. This attitude was goaded into desperation by the abolitionists.

Aside from the economics of slavery, the social system "nourished a quixotic pride in the ruling class." Sir Walter Scott's medieval romances were appreciated with an understanding which the author intended. The Southerner was firm in the belief that "woman was made of finer clay than man." She was thus circumscribed by convention and held to a narrow sphere.

An idea which may appear paradoxical is presented by the author when he says: "The rise of the common man was a potent factor in the decline of tolerance." But it is definitely shown that the vast majority of the Southern people in 1850 were "hard-working farmers whose reading was limited to the Bible and an occasional newspaper." The aris-

tocracy of Virginia and the Carolinas was not "sufficient" "to leaven the vast inchoate regions of the Cotton Kingdom." Freedom of thought is hereby presented as the "delicate fruit of a mature civilization."

Education was not neglected in the South. In 1850 New England had about one thousand academies, the Middle States nearly twenty-one hundred, while the Southern States had more than twenty-seven hundred. The Southern States were the first to establish state universities. According to the census of 1860, Virginia had twenty-three colleges with 3,302 students, while Massachusetts had eight institutions of higher learning with 1,733 students and New York had only seventeen colleges with an enrollment of 2,970. The enrollment at Harvard in 1856 was 361 students, while the University of Virginia had 558 students. This vigorous movement in the field of education was in large part designed for the benefit of the superior classes and was really a deterrent to the founding of an effective public school system.

The fear of servile insurrection was a dominant cause of the passing of many laws which limited freedom of thought and even activity. The Denmark Vesey plot in Charleston in 1822 and later the Nat Turner revolt in Virginia started a "wave of contagious fear" throughout the slave-holding areas. By 1835 a severe black code had been completed. Like many other severe codes, it was hard but often "tempered in practice." A continuing "fear of servile insurrection cannot be dismissed in assessing the causes for the atrophy of the great traditions of Jeffersonian liberalism."

The Calhoun influence is treated with historical precision by the author. Southerners, as a minority group, needed a political theory of defense. The great South Carolinian observed that the numerical majority can be an absolute despot. He argued that "genuine constitutional government must protect the minorities from a selfish and unscrupulous majority." His practical proposal was the state veto. Calhoun's logic was difficult to attack even by the most skilled. He maintained that slavery was a positive good — the best solution of the race problem—and that it freed the South

from the evils of conflict between capital and labor. The author holds that "Calhoun loved the Union and yet took every course to destroy it."

The South was single-minded in regard to its political, economic and social system. Southern youth were rarely found dallying with isms. The land was strikingly free from reformers. People of all classes were prepared to defend the stand already taken. "When one surveys this overwhelming propaganda by the most destinguished men of the South, when one takes into consideration that the Old Testament and Saint Paul sanctioned slavery, and when one realizes the formidable police problem of regulating semi-barbaric negroes and the great property loss arising from emancipation, the surprise comes, not at the uniformity of opinion in the South, but at the number of men who did think independently on the question."

Dr. Eaton has treated a large subject profoundly and with disinterested judgment. His only prejudice is in favor of truth. From the vast quarries of Southern material he has erected a monument to freedom of thought.

—Emmett Kilpatrick.

The Cotton Kingdom in Alabama. By Charles S. Davis. (Montgomery: Alabama Department of Archives and History, 1939. Pp. xi, 233. Bibliography, maps, appendices, and charts. $2.50.)

The subject of this monograph is a description of the economic aspects of cotton production on Ante-Bellum plantations in Alabama. Chapters I and II deal with the geography, soil, climate and settlement of the State. In the third chapter the author plunges into a discussion of plantation management using much of the same material employed by U. B. Phillips in his *Life and Labor in the Old South.* Then follow two chapters on slave trading and care and legal status of slaves. Because of the increasing fear of insurrections, Alabama, like other Southern states, passed drastic laws restricting the activities of slaves.

The best chapter is the one dealing with the cotton factor. Until recently the marketing of cotton by Southern planters has been neglected by historians. The factorage system, having its origin in Colonial days when tobacco was the important export crop, reached its greatest development in cotton in the Ante-Bellum period. The Alabama planters conducted business with commission merchants in Mobile, New Orleans and Charleston. Through the factor plantation supplies were purchased. The author finds little evidence in Alabama to show that the planter was at the mercy of a single factor. It appears that each producer usually carried on business with several factors each year.

In conclusion the author considers the profits of the planters. The methods of agriculture on Alabama plantations were not unlike those in the South Atlantic states in the twenties and thirties—no rotation of crops and no diversification. The planters of the State found it cheaper to buy new land rather than to conserve the old. Some Alabama planters made large profits, but "for the majority the planting profession meant only a living." (p. 180)

This book is a contribution to the literature on Ante-Bellum Alabama history. It is well documented and contains a voluminous bibliography. It is by no means a definitive work on the Cotton Kingdom, since it deals only slightly with the small farmer and nonslaveholders, who were also producers of cotton.

Alabama Polytechnic Institute.

—J. E. Kendrick.

The South to Posterity. By Douglas Southall Freeman. (Charles Scribner's Sons. 1939. pp. 235. $2.50.)

"The first historians of the Confederacy," says Dr. Freeman, "were those who wrote home of the events they had witnessed." Under all sorts of conditions, with pencil and pen, by the educated and the illiterate, letters went home by the thousands. Surely many of these letters remain as valuable historical evidence to throw light on a war

which has captured the imagination of the world. "Some of them would help to explain the morale of the Confederate armies, a morale so notable that the United States War College annually studies it."

The next historians were those who "supplied the press its reports, and those who determined they would preserve letters or paste newspaper articles in scrapbooks." The first known historical works on the battles of the South relied on newspaper accounts as the source of material. Dr. Freeman finds some excellent reporting, but "there was no end of speculation, of eulogy and of stupid flattery."

The South early took up its pen and sought with an energy and a devotion to justify its ways and acts to posterity. "Pollard, sitting in a Richmond office through which drifted the sound of cannon, could write with an apparent detachment that would have done credit to a writer of another clime and a later age." The spirit of the South might well be expressed by the *Southern Literary Messenger,* which proclaimed early in the War: "A great work is to be done. A subject people are to be rescued from the domination of fanatics; a new literature and new centers of trade are to be established. Until this is accomplished, perish all minor matters." As the War wore on and the military and economic condition of the South sank lower and lower, Confederate "paper was grayer and poorer, month by month, the publications thinner, the print dimmer and the punctuation of the gun-fire louder and nearer."

The fall of the Confederacy found the South dismembered. There were eleven conquered states—"each one of which felt itself in a strange manner the guardian of a disembodied Confederacy and the defender of its history." Leaders in every state felt that the South had fought for its constitutional rights and that posterity should be the judge. The longest of all books on this subject and the ablest was Alexander H. Stephens' *Constitutional View of the Late War Between the States.* Dr. Freeman says: "This surely is one of the most unusual books ever written in the United States by a man of high intelligence." This is the only sentence in *The South to Posterity* which is ambiguous. Whether Dr. Freeman

means to praise or to damn the book is a question yet unanswered.

The chief works of sound historical value concerning the history of the Confederacy by Southerners, Northerners and foreigners are considered and weighed by Dr. Freeman. Controversy and apologia are analyzed. The War is looked at through women's eyes. But with all this much remains to be written, as for example, the Army of Tennessee, the vast realm of social psychology and the part played by Southern women.

Dr. Freeman has given the South and the world a work which shows refinement, discriminating judgment and taste, if we may be allowed to use Periclean standards is evaluating a book which closes with the words: *Character is Confirmed.*

—Emmett Kilpatrick.